



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of January 8, 2014

### **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 – Council District 11  
Danna Cope, LAX Area Advisory Committee  
Martin Rubin, North Westdale Neighborhood Association  
Steve May, Federal Aviation Administration  
Rolan Morel, Federal Aviation Administration  
Michael Feldman, LAWA

### **LAWA, Airline, and Consultant Staff**

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

### **Guest Speakers**

Mike Barnhart, Federal Aviation Administration  
Rob Henry, Federal Aviation Administration  
Ryan Weller, Federal Aviation Administration  
Jason Schwartz, Portland International Airport – Noise Management Department

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 said there would be a period for public comment and Chairman Schneider may take questions during the meeting on specific topics.

## **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 to make public comment, so Chairman Schneider closed the public comment period.

## **4. Work Program A1 – Update on FAA Optimization of Airspace and Procedures in the Metroplex (OAPM) process**

FAA National OAPM Program Manager Mike Barnhart noted that the FAA is now referring the OAPM process as the Metroplex process. He also noted that after several stops and starts due to federal funding issues, the Metroplex process is now in full swing nationally and in Southern California. He noted that the FAA has 13 Metroplex projects in 21 cities; nine of which are active. He indicated the Cleveland and Phoenix Metroplex projects begin this January and February, respectively. He concluded his remarks by stating that federal funding for the Southern California Metroplex project is stable for the next 18 months.

Southern California Metroplex Project Manager Rob Henry indicated that the FAA has reviewed the Roundtable's letter requesting five potential noise abatement items for consideration as a part of the Metroplex process. He indicated the FAA is considering the Roundtable's recommendations and will have a specific response at a future point in time.

Mr. Henry reviewed the purpose of the Metroplex process which is to optimize flight procedures in the Southern California airspace, which will make aircraft operations more efficient. The benefits that will come out of the Metroplex process include reduced fuel consumption, reduced pilot/controller workload, and decoupled operations at airports that are proximate to one another.

He also identified several items that were outside of the scope of the Metroplex process including RNAV visual approaches, lack of radar coverage in certain areas, and transfer of control of Point Mugu Naval Air Station's airspace to the FAA. Mike Barnhart explained that the reason these items were out of scope is that they would extend the time it would take to complete the Metroplex process.

Mr. Henry said that the Roundtable had been provided with a draft letter from the FAA that would be distributed publicly next week. The letter describes the Metroplex process and identifies areas/issues of interest for the public notice and environmental analysis. He then reviewed some milestones on the FAA's work plan noting the draft design of the procedures is to be completed by March 28, 2014. After review and testing of the procedures in flight simulators, the final design will be completed by June 9, 2014.

He noted that at this point in the Metroplex process, the FAA has developed many new procedures. With the help of the airlines, the procedures are being tested in simulators to ensure that they are safe, efficient, and repeatable. From a noise standpoint, he said the procedures generally get aircraft higher, out over the ocean, and seek to optimize the descent, which reduces throttles settings to flight idle for as long as possible. Member Cope

noted that use of the optimized profile descent significantly reduces noise exposure in her neighborhood.

Rob Henry showed some of the draft notional designs for LAX and other airports in the region. Member Blake LaMar noted that the standard instrument departure tracks for Long Beach Airport were over the eastern portion of the Peninsula and asked Mr. Henry if he knew the altitudes of those tracks. Mr. Henry said that he did not, and would provide those to the Roundtable.

Member Rubin asked if the FAA was working on decoupling Santa Monica Airport (SMO) and LAX. Mr. Henry said that meetings have been scheduled for January 28<sup>th</sup> and 29<sup>th</sup> with SMO airport traffic control tower personnel and the National Business Aviation Association to discuss the issue. He added that part of the Metroplex process is to resolve the issue of dependencies between SMO and LAX.

Member Cope asked if FAA has been considering the changes in particulate matter pollutants when designing these procedures. FAA Environmental Protection Specialist Ryan Weller said that the effect of the procedures on future noise and air emissions will be considered in the draft Environmental Assessment (EA), which is scheduled to be completed in June 2015. Member Rubin asked if the EA would evaluate the effect of the procedures on emissions from ground operations. Mr. Weller said no.

LAWA staff Member Scott Tatro asked when the public would get to see the designs. Mr. Weller said June 2015. Mr. Chan asked if the Roundtable would get to see the designs before 2015. Mr. Weller said the FAA must release them to everyone at the same time when the Draft EA is released. Mr. Henry said he would share the designs with LAWA prior to the release of the Draft EA.

FedEx representative Dan Delane asked if FedEx was on the list to receive an invitation to participate in the Metroplex process. Mr. Henry said all of the airlines at LAX were on the list, but he would make sure that Mr. Delane is provided with the information to participate.

Chairman Schneider asked if the FAA is considering reduced separation distances between aircraft. Mr. Henry said the procedures are being designed to work with the current separation standards. Mr. Barnhart added that the procedures are being designed so that aircraft fly an optimized profile descent from the top of decent to landing. Member LaMar noted that the engines need to be spooled up to offset the extension of flaps and landing gear, so it is probably not accurate to state that the OPD is used until landing. Mr. Henry thanked Mr. LaMar for pointing out the aircraft landing requirements and will check with FAA technical pilots.

The FAA's Metroplex presentation is available online at the Roundtable webpage:  
<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **5. Work Program C1 – Presentation on PDX's Citizen Noise Advisory Committee and Noise Management Program**

Jason Schwartz, Senior Analyst for the Portland International Airport (PDX) Noise Management Department, reviewed the origins of the current Citizens Noise Abatement Committee (CNAC), which was an outgrowth of the 1983 FAR Part 150 Study Advisory Committee. Originally called the Noise Abatement Advisory Committee (NAAC), the group

met three times per year to primarily monitor the progress of the implementation of the recommendations of the Part 150 Study. He indicated that in 1998, the Port of Portland created the CNAC composed of citizens and aviation industry representatives. The CNAC initially met monthly, but began meeting bimonthly in 2012.

In addition to noise, Mr. Schwartz said the CNAC looks at overflight issues as changes in aircraft overflights may produce complaints even though there is no change in noise exposure. He said the CNAC also weighs in on various studies such as EAs, Master Plans, etc. He added that the CNAC acts as the “eyes and ears” in the community, brings concerns to the attention of Port, and brings information back to the communities. He explained the CNAC meetings are open to the public, but attendance is generally very low unless there is a sudden change in operations at PDX.

Mr. Schwartz provided an overview of the PDX Noise Management Program, which has a goal of minimizing the impact of aircraft noise to the greatest extent possible by encouraging collaboration and cooperation of internal and external parties. In order to meet that goal, Mr. Schwartz explained that the Port has had a noise program since 1979 and has undertaken four updates of the 1983 FAR Part 150 to keep the program up-to-date. Mr. Schwartz highlighted some of the Port’s achievements over the past 34 years including a VOR that is used exclusively for noise abatement purposes, a ground run-up enclosure for post-maintenance engine run-ups, and adoption of RNAV/RNP procedures for noise abatement purposes. He explained that the Port’s noise abatement procedures seek to keep departure and arrivals over the Columbia River.

Mr. Chan asked Jason to describe how the Port uses the VOR for noise abatement. Mr. Schwartz said that the Port worked with the FAA to develop departure procedures that have the aircraft following a radial of the VOR, which places the aircraft over the Columbia River. He added the VOR procedures are not as precise as the RNAV/RNP procedures, but use of VOR radials was an effective way to get pilots to follow noise abatement procedures prior to RNAV/RNP.

Member Rubin said he understood there were leaded avgas issues at Hillsboro Airport. Mr. Schwartz explained that the Noise Management Department works exclusively on noise issues. He said he is familiar with the issue though and believes it is not a local issue, but rather a national issue as there is currently no FAA-approved unleaded fuel for piston aircraft.

Mr. Schwartz reviewed some of the details of the \$8 million PDX GRE including that it was built in response to complaints by community members about noise from engine run-up activity. He added that the Port was compelled by Oregon’s Department of Environmental Quality to build the GRE in order to meet the state’s guidelines for industrial noise sources. He said the GRE has been very successful from both an airline and community standpoint with 99.9 percent of the run-ups conducted in the facility and no complaints about run-up noise.

Vice Chairman Jacobson asked what size aircraft can the GRE handle. Mr. Schwartz said it was designed to accommodate aircraft up to the size of an MD-11, which is a Group IV aircraft. Chairman Schneider asked if there are any nighttime curfews on run-ups. Mr. Schwartz said there are no curfews on run-ups and the GRE is used day and night.

Mr. Schwartz then described the RNP procedures the Port developed to help keep aircraft over the Columbia River. He said that it is important to keep in mind that the RNP tracks are very precise resulting in a concentration of flight tracks over certain areas. Member LaMar said that concentrating flight tracks over compatible land uses is good, but concentrating flight tracks over people is not good. Vice Chairman Jacobson asked how much of the fleet are equipped to fly the RNP procedures. Mr. Schwartz said about 75 to 80 percent of the fleet are equipped to use the procedures, but only 20 percent of the fleet are flying RNP tracks. He said his goal is to get broader airline participation in using the procedures. He added that currently only Horizon Air uses the procedures.

In describing the PDX noise abatement program Mr. Schwartz emphasized that PDX is not LAX, cautioning that what works at PDX may not work at LAX.

Mr. Schwartz's presentation is available online at the Roundtable webpage:  
<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **6. Statistical Update on Aircraft Operations**

LAWA staff member David Chan presented updated statistics for Roundtable Work Items A2, A3, and A4. Mr. Chan's presentation is summarized below.

### **Work Program Item A2: East Departures between 12 AM and 6:30 AM during Over-Ocean or West Operations**

Description: Aircraft departing to the east between Midnight and 6:30 a.m., when LAX is not in Easterly Operations, occurs when there are slight to mild easterly wind conditions that prompt heavy aircraft to take off to the east, into the wind, for climb performance and safety. This operation causes noise disturbances to communities especially during nighttime hours.

Mr. Chan reviewed the annual east departure statistics indicating that east departures spiked in 2004 due to a Pacific thunderstorm, but since that time the number of east departures at night has trended down. He reviewed the monthly variation in east departures noting that some months had more east departures than others due to the varied instances of mild easterly wind conditions. Mr. Chan indicated that Qantas Airlines had the most east departures for the current one-year period because it operates the most 747 aircraft.

### **Work Program Item A3: Early Turn of Aircraft Departing to the West**

Description: Aircraft departing to the west that turn before reaching the shoreline fly over communities to the south and north of LAX causing noise disturbances.

Mr. Chan reviewed the annual trend in early turns to the north, highlighting the fact that they dropped off dramatically after 2005. He explained that the drop off was due to a switch from turboprops to regional jets. Mr. Chan pointed out that turboprops conduct the majority of early turns on the north runway complex and that the total number of early north turns represents only a small percentage of the total departures on the north side.

Mr. Chan then covered the south early turns and explained that the spike in 2007 was due to construction activity at LAX and the increase in January 2013 was due to Runway 25R closures. He added that the number of early turns to the south has been trending down

since that time. He said that LAWA investigates all early turns that passed through the El Segundo and Playa Del Rey gates, and noted that most of the early turns are either pilot or controller initiated. He added that SkyWest has the most early turns because they perform the most flights at LAX. SkyWest's early turns represent only about two percent of their annual departures, which totaled about 60,000 in 2013.

#### **Work Program Item A4: Missed Approaches/Go-Arounds**

Description: At times aircraft arriving at LAX are required to abort their landing and execute a missed approach. Historically, aircraft executing a missed approach have impacted the communities to the north and south of the airport depending on the runway complex they were originally assigned.

Mr. Chan explained that go-arounds were on a declining trend from year to year reaching the lowest level in 2009 with a slight uptick since that time, which corresponds to the uptick in total annual traffic at LAX. He compared the reasons for go-arounds for August 2013 and October 2013, which had 95 and 62 go-arounds, respectively. He indicated that the difference in go-arounds between the two periods was due to controller-initiated go-arounds with in-trail spacing being the primary cause. He then reviewed the statistics for aircraft not maintaining runway heading during go-arounds indicating that most of these events occur on the south runway complex as more traffic at LAX is on the south side. He noted that the numbers of these events are very small. A member of the audience asked if go-arounds are included in the Early Turn statistics. LAWA staff Member Kathryn Pantoja responded that go-arounds and early turns are considered to be separate and distinct events and, therefore, are counted separately.

Chairman Schneider asked what TCAS stood for. Mr. Chan explained that TCAS is Traffic Collision Avoidance System, which is a system that alerts pilots about the proximity of another aircraft. FedEx representative Dan Delane noted that the published missed approach procedure requires a climbing left turn after passing 800 feet above MSL, which means aircraft would most likely need to turn prior to the shoreline for a missed approach. FAA's LAX Airport Traffic Control Tower representative Rolan Morel explained that the published procedure is for a radio out condition. He further explained that for most go-arounds, the controller assigns the departure heading based on the location, speed, and size of other aircraft.

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

### **7. Aviation Noise News Update**

Mr. Alverson summarized several recent aviation noise news items for the Roundtable including:

- An article reviewing the passenger facility charge (PFC) funds devoted to aircraft noise mitigation nationwide in 2013 including \$822.5M for LAX noise mitigation programs since the inception of the PFC program.
- An article reviewing the airport improvement program funds devoted to aircraft noise mitigation nationwide in 2013 including \$20.5M for jurisdictions near LAX for residential sound insulation.

- A news report regarding new efforts by Congressional representatives on the LA County helicopter noise issue.
- An article on House of Representatives bill 3650 that would require the FAA to issue new regulations requiring airlines to meet Stage 4 noise certification levels.
- A news report regarding the Senates passage of the so-called Ryan-Murray budget framework, which is a bipartisan agreement that significantly softens the effects of sequestration to the FAA.
- A news report regarding the announcement by the Justice Department late last year that it settled its lawsuit related to the merger of American Airlines and US Airways.
- A news report regarding the celebration of the 100<sup>th</sup> anniversary of the first commercial aircraft flight and airline CEO predictions about the future of commercial aviation.
- An article on Delta Airlines retiring its last commercial service DC-9 aircraft.

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

## 8. Roundtable Member Discussion

Member Cope requested that LAWA update the Roundtable on the safety concerns surrounding the recent shooting at a TSA checkpoint. Facilitator Steve Alverson indicated that this topic is outside the scope of the Noise Roundtable. LAWA representative Michael Feldman said that there will be future briefings on the issue at the Board of Airport Commissioners meetings.

Jim Withrow, an aviation commissioner from the City of Inglewood, asked if any of the surrounding jurisdictions had received some of the PFC and AIP funds mentioned earlier. LAWA staff member Kathryn Pantoja said the City of Inglewood, the City of Los Angeles, the City of El Segundo, and County of Los Angeles had all received noise mitigation funds with the City of Inglewood receiving a large chunk of the funds.

Ms. Pantoja provided an update on the LAX Part 161 process. She reported that LAWA is in the process of responding to the FAA's comments on the second supplemental application submittal and has scheduled a teleconference with the FAA to get more specificity on what they need to see in the next application. She added that LAWA hopes to get clarity on the FAA's expectations to ensure the FAA will find the application is complete. Chairman Schneider asked which areas the FAA was looking for additional information. Ms. Pantoja said the FAA is looking for additional information on the noise study area, which is related to the nighttime awakenings issue as well as the cost to the airlines of increased delays.

Ms. Pantoja announced that LAWA will be undertaking an update of LAX's FAR Part 150 Noise Exposure Map (NEM). She said that LAWA needs to perform the NEM update because the Master Plan's Alternative D contour is a 2015 contour and a new contour needs to be in place in 2015 in order for LAWA to continue to receive FAA funding for noise mitigation programs at LAX. She added that Alta Environmental had been selected to undertake the update with Environmental Science Associates serving in a lead role for the update. Mr. Withrow asked if the FAA's criteria of 65 CNEL would be the same, higher or lower. Ms. Pantoja explained the NEM update will create an entirely new set of contours and it is not possible to say at this point if the contours will be larger or smaller than the Master Plan's Alternative D contours. Note: Mr. Alverson clarified for Mr. Withrow after the meeting

that 65 CNEL is still the defining line for compatibility with the additional requirement of demonstrating that the residence also has an interior noise level greater than 45 CNEL.

LAWA representative Michael Feldman indicated that more runway closures are on the way. He asked LAWA staff to be proactive in finding ways to minimize early turns during periods when runways are closed.

Mr. Feldman also indicated that LAWA will provide an update on the status of the LAX helipad for the next Roundtable meeting.

Mr. Feldman announced that he will be retiring effective early April 2014. He added that it has been a privilege to work with and be a part of the Roundtable.

## **9. Review of Roundtable Actions and Requests from Members**

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

### **Formal Action Items**

There were no formal actions taken during the meeting.

### **Requests from Members**

Fed Ex representative Dan Delane indicated that Fed Ex is interested in participating in the FAA's Metroplex process, particularly in using Fed Ex's stimulators to test the proposed procedures. FAA representative Rob Henry indicated he would be happy to provide Fed Ex with the necessary information to participate in the Metroplex process.

Roundtable members inquired about the altitudes for aircraft on an existing route that depart from Long Beach Airport and fly near Palos Verdes. Rob Henry indicated that he will find out and provide the information to the Roundtable.

LAWA representative Mike Feldman indicated that more runway closures are on the way. He asked LAWA staff to be proactive in finding ways to minimize early turns during runway closures.

Mr. Feldman also indicated that LAWA will provide an update on the status of the LAX helipad for the next Roundtable meeting.

## **10. Adjournment**

David Chan noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, March 12, 2014. Chairman Schneider wished everyone a happy new year and adjourned the meeting at 9:06 pm.