



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 12, 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
JoAnn Williams, United Homeowners Association
John Bailey, Southeast Torrance Homeowners' Association
Martin Rubin, North Westdale Neighborhood Association
Rolan Morel, Federal Aviation Administration
Scott Tatro, LAWA

LAWA and Consultant Staff

Kathryn Pantoja, LAWA
David Chan, LAWA
Georgianna Streeter, LAWA
James Duke, LAWA
Steve Alverson, Roundtable Facilitator

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 added that there would be a period for public comments and the Chair may entertain questions from the audience as time permits.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:03 pm PDT in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

Chairman Schneider opened the public comment period. June Lehrman, a 25-year resident of Culver City, said that in 2012 she noticed a new overflight pattern over Culver City. She said she spoke to FAA and LAWA, but has not received any helpful information. She said she is appearing before the Roundtable tonight in hopes of getting accurate information. Chairman Schneider thanked her for bringing the issue to the Roundtable and invited her homeowners' organization to send a letter requesting membership on the Roundtable. As there were no further public comments, Chairman Schneider closed the public comment period.

4. Briefing on UC Davis Noise Symposium

Chairman Schneider indicated that he attended the UC Davis Noise Symposium in Palm Springs from February 23 through 26, 2014. He explained that this Symposium is considered to be the premiere annual aviation noise and air quality symposium. He recommended that everyone who is interested in learning more about aircraft noise to attend as it covers a broad range of topics and is attended by wide range of participants.

Chairman Schneider provided a summary of the information he had learned from the symposium. The following is a highlight of the key points.

- LAX is not alone and there are many examples of how other airports are addressing their noise problems.
- He received many compliments about the LAX Roundtable.
- Health effects studies have shown a statistical relationship between aircraft noise and health issues, but they do not establish the causal relationship. More research is required.
- There are many noise metrics, but FAA is not likely to move away from the use of CNEL.
- While aircraft are getting quieter, there are more of them.
- The Symposium covered many FAA regulations including the update on FAA Order 1050.1E., which should make the document more understandable for lay readers and should be released this summer.
- FAA plans to conduct noise surveys at airports across the United States with the goal of updating the Schultz Curve. He said he lobbied FAA to include LAX in the survey.
- A new iPhone app called Decibel 10th provides good instantaneous sound level readings.

Ms. Ferdows Fazeli of Wyle Labs noted that her company is working on a simulation model that allows people to listen to aircraft noise levels in different locations and hopes that the Roundtable will support the effort. She also asked if Mr. Tatro had an update on FAA's review of the universal standards for testing interior noise levels to meet Program Guidance Letter (PGL) 12-09 requirements. LAWA staff member Scott Tatro said the FAA will not review the testing standards pending the completion of an ongoing ACRP study that will address this issue. He noted that ACRP has selected the consultant for the study and hopes to complete the study in a year. He said that time frame is too late for LAWA sound insulation programs. He anticipates that each airport will have to work with their local FAA Airports District Office to establish a testing approach that will be acceptable to FAA. He closed by suggesting that it would make sense for the FAA to delay implementation of the

requirements of PGL 12-09 until such time it can provide guidance on the desired testing approach.

Chairman Schneider's presentation on the UC Davis Noise Symposium can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

5. Update on the LAX Heliport

LAWA staff member Scott Tatro briefed the Roundtable on the status of the LAX heliport. The heliport is located on top of Parking Lot 4 and was temporarily closed in 2010 because of activity with construction cranes at the airport. He said that over the years there hasn't been a large number of helicopter operations, with an average of about 10 operations per day, prior to the heliport closure. There are currently about two helicopter flights per day at the fixed base operator at LAX. In addition, he noted that the upcoming construction on the Terminal 4 connector will require the heliport to remain closed.

He said that LAWA had prepared a cost analysis that indicates operating the heliport on the parking garage does not make financial sense for LAWA and may be better suited for a private firm. He said that LAWA issued a Request for Expressions of Interest in 2013 to evaluate what level of interest there may be for a private firm to operate the heliport. He noted three firms responded to the request indicating they believed they could make the heliport work. He said if the Board was to decide to move forward, the next step in the process would be to issue a Request for Proposals, but the Board had questions that LAWA staff is working on answering.

Mr. Tatro said the benefits for operating the LAX heliport include revenue generation, convenient location for helicopter passengers, and may be useful for emergency services. He said the potential drawbacks include the helicopter protection zones, training operations, the cost of the improvements, and ongoing construction impacts on the heliport operations. He also said that other concerns include the noise, compatibility with the parking operation due to a shortage of parking, and the opposition from community members. He stated that if the heliport is converted for automobile parking use, it could generate \$1-2 million annually, while using it for helicopter operation may generate \$100,000 per year. He closed by saying that an environmental analysis under the California Environmental Quality Act (CEQA) may be required if the heliport were to begin operation again.

Member LaMar asked if there would be refueling at the heliport. LAWA staff member James Duke said refueling would not be permitted.

Member John Bailey noted that there were many community organizations recently sent letters to the Board of Airport Commissioners to oppose reopening the LAX Heliport. He said one of his concerns is the helicopter shuttle service between LAX and Torrance Airport. He said that this type of service could be provided more efficiently by a Flyaway Bus service between LAX and Torrance. He added that helicopter noise in LA County has become such a concern that local, state, and federal elected officials have asked FAA to find ways to reduce helicopter noise. He suggested that reopening the LAX Heliport could result in more helicopter operations and noise. Member Bailey moved and Member Rubin seconded a motion for the Roundtable to send a letter to the Board opposing the reopening of the LAX Heliport. Richard Root, a member of the public, spoke in favor of the motion noting that there is no solution on the horizon on the helicopter noise issue. The motion passed with a majority of the Roundtable members approving the motion with LAWA abstaining.

6. Work Program C6 – Briefing on ACRP Report 105: Guidelines for Ensuring Longevity in Airport Sound Insulation Programs

Roundtable Facilitator Steve Alverson briefed the Roundtable on his review of Airport Cooperative Research Program (ACRP) Report 105: Guidelines for Ensuring Longevity in Airport Sound Insulation Programs. Mr. Alverson indicated that the report examined the durability of installed sound insulation treatments and recommended measures for improving the longevity of those treatments. The researchers found that there were fewer than expected problems with older sound insulation treatments. Most of the problems were attributed to homeowner modifications, poor maintenance, extreme weather, and in some cases poor installation. The researchers noted that FAA provides one-time funding for sound insulation treatments and the homeowners are responsible for maintaining those treatments. The researchers also found that many of the original installation problems were detected and resolved. Subsequent sound insulation programs were improved from those lessons learned. Mr. Alverson explained that the bulk of report provides guidance on methods to avoid these problems. He concluded that ACRP Report 105 and its complementary Report 89, Guidelines for Airport Sound Insulation Programs, are useful tools for sound insulation program managers and their consultants.

Mr. Alverson's presentation on ACRP Report 105 can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Briefing on LAX Part 150 Noise Exposure Maps Update

Mr. Alverson provided the Roundtable with a briefing on the LAX Federal Aviation Regulations (FAR) Part 150 Noise Exposure Map (NEM) Update, which is being prepared by Alta Environmental with support from ESA Airports. Mr. Alverson explained that the FAA uses an airport's NEM to determine eligibility for federal funding of noise mitigation measures. He added that FAA is currently using the LAX Master Plan Alternative D contours that depict the projected 2015 aircraft noise exposure levels. He said that LAWA needs to update the NEM for LAX to remain eligible for federal funding for LAWA's noise mitigation programs. He reviewed the study schedule and explained that the goal is to obtain FAA acceptance of the updated NEMs in 2015. He also indicated that the LAX NEM Update is a standalone study with no connection to other ongoing studies.

Mr. Alverson's presentation on the LAX Part 150 Noise Exposure Map Update can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

8. Review/Approve Roundtable Work Program

LAWA staff member David Chan indicated that he has updated the work program document to include work progresses and accomplishments for the past year and briefly reviewed some of those items with the Roundtable members. These items included the following:

- the Early Turn issue with the FAA issuing instructions to pilots to turn at the shoreline rather than at the LAX VOR,
- FedEx agreeing to request its pilots to depart on Runway 25R when safety permits,
- notifying airlines of east departures at night and requesting the completion of forms explaining why they departed east,
- submission by LAWA of the FAR Part 161 application to FAA,

- reporting on the ICAO/CAEP process which resulted in a new (Chapter 14) noise standard,
- a letter from the Roundtable to Congress urging the passage of the helicopter legislation,
- a letter from the Roundtable to ACRP requesting that helicopter routes in Torrance and El Segundo be included in an upcoming ACRP study comparing jet noise to helicopter noise, and
- a letter from the Roundtable to ACRP recommending 14 noise problem statements for research, of which ACRP selected 10.

Mr. Chan noted that he had added the subheading “Ongoing Actions” to note those efforts that are pursued on a regular basis such as statistical updates on aircraft operations and briefings on aviation noise news.

Chairman Schneider asked if LAWA receives responses from airlines on the east departure notification. Mr. Chan said that LAWA received responses from some of the airlines, but not all of them. Member Bailey asked if LAWA had gotten a response from Polar Air Cargo. Mr. Chan could not recall, but said he would check on it and get back to the Roundtable.

Chairman Schneider asked Mr. Chan to explain the color coding on the draft Work Program. Mr. Chan explained that he used Microsoft Word’s track change feature to edit the document with added text being Blue, deleted text being Red, and text that had been moved being Green.

Chairman Schneider asked if the FAA was considering any other plans to resolve the CDA altitudes issue near La Habra Heights beside those being considered in the Metroplex process. Mr. Chan said that LAWA was not aware of any other work beyond the Metroplex process. Mr. Chan reminded the Roundtable that FAA had explored a range of options to address La Habra Heights concerns, but found no viable options. In particular, FAA determined it was not possible to get aircraft higher over La Habra Heights due to the need to intercept the 3-degree glide slope from below.

Culver City resident, June Lehrman, asked how La Habra Heights was able to get the altitude analysis performed. Chairman Schneider said that La Habra Heights had joined the Roundtable and had worked through the Roundtable to make the request. She said that she had requested a similar analysis and was told by LAWA that the altitude information was not available. LAWA representative Scott Tatro explained that LAWA does have altitude data and would be happy to help. He added that LAWA has the ability to look at aircraft altitudes over time and suggested the resident speak with LAWA staff member Kathryn Pantoja. Mr. Tatro asked Ms. Lehrman if she knew who at LAWA she had communicated with previously about the altitude data. She said she had LAWA’s response in an e-mail and would forward to Mr. Tatro.

Vice Chairman Jacobson thanked Mr. Chan for getting the Work Program out early so that the Roundtable had time to review it prior to the meeting.

Mr. Chan asked the Roundtable to approve the 2013-2014 Work Program. Member LaMar’s motion to approve the document was seconded by Member Rubin and passed unanimously by the Roundtable.

The approved 2013-2014 Roundtable Work Program can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

9. Aviation Noise News Update

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

- An article reporting on federal Airport Improvement Program funding for FY2014.
- A House of Representatives bill seeking to eliminate annual FAA reports on aircraft noise reduction efforts.
- An article reporting on Representative Schiff's desire to have helicopter noise rules apply to emergency services helicopters during non-emergency flights.
- A brief summary of ACRP Research Project 02-26 Assessing Aircraft Noise Conditions Affecting Student Learning that found aircraft noise impacts students reading ability and achievement test performance.
- An article reporting on FAA's presentation at the January 8, 2014 LAX Roundtable meeting regarding the Southern California Metroplex project and a letter announcing the preparation of an Environmental Assessment of the recommended procedures.
- An article on Air France's announcement that it would be equipping its A320 fleet with noise reduction kits that will produce an 8 dB reduction in noise during descent and approach.
- An article describing the airlines' record aircraft buying activity in 2013, which also noted the elimination of 1,300 older aircraft over the past five years.

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

10. Roundtable Member Discussion

Member LaMar thanked Mr. Chan for providing the altitudes of aircraft departing Long Beach Airport that fly near the Palos Verdes Peninsula. Member LaMar also asked what the term OPD meant. Mr. Tatro explained that OPD stands for Optimized Profile Descent, which is an approach procedure similar to a Continuous Descent Approach (CDA). The main difference is that the CDA seeks to eliminate the stair-step approach while the OPD seeks to optimize the descent which would include some level offs depending on air traffic conditions.

Member LaMar also noted the clarification regarding statements the FAA had made at the last meeting regarding aircraft being at flight idle down to the ground. Member LaMar pointed out that in order to fly a stabilized approach, pilots must apply thrust when drag devices and landing gear are deployed. He concluded by saying he did not want residents within three miles of a runway end at LAX to be under the false impression that aircraft would be at flight idle over their homes.

Member Waters indicated that due to a realignment of responsibilities at the City of Rancho Palos Verdes, the City is considering changing its representative/alternate for the Roundtable meetings. He said that So Kim may be participating in his place at future meetings. He added that he had enjoyed his time working with the Roundtable and wished the group continued success. The Members thanked Member Waters for his service.

Chairman Schneider said he has been receiving complaints about aircraft running their Auxiliary Power Units (APUs) on the north side of the airfield instead of using gate power. Mr. Tatro said that it is in the airlines best interest from a fuel savings standpoint to use gate power and does not know why a pilot would choose to use an APU when gate power is available at all of the gates on the north side of the airfield.

Jim Withrow, an aviation commissioner from the City of Inglewood, asked Mr. Alverson to explain the term airframe noise. Mr. Alverson explained that airframe noise is the noise that is generated by turbulent air flow over or across parts of the aircraft that are extended for landing such as landing gear, flaps, and slats. He added that aircraft engines are very quiet at flight idle, so air frame noise becomes a larger component of aircraft noise on arrival.

Member Williams requested that LAWA perform a noise inspection in her neighborhood. Mr. Tatro asked for clarification of her request because while LAWA could monitor noise, it only tells you what the noise was at the time of the measurements. Member Williams explained that she would like a member from LAWA's Noise Management staff to come to her neighborhood to observe the aircraft noise. She would like to know why her community experiences aircraft noise 24/7. Member Bailey suggested using the Decibel 10th app. LAWA staff member Kathryn Pantoja cautioned the use of phone apps to measure noise as they may not be appropriate for the type of noise the resident wishes to measure. She provided the example of a resident who recently explained that he had used a phone app to determine the noise level in his bedroom was 35 dBA, but the planes were very loud. Ms. Pantoja thought that perhaps his issue was low-frequency noise which the A-weighting network does not measure. She added that single event noise measurements are not equivalent to CNEL. With respect to Member Williams' request, Ms. Pantoja said that Mr. Chan had thoroughly investigated her community's noise concerns and found that there are many contributors to aircraft noise exposure including start-of-takeoff-roll noise, arrival noise, and overflight noise. She said that she would be happy to have a LAWA staff member to come to the neighborhood to listen to the aircraft noise.

11. Review of Roundtable Actions

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

Formal Action Items

The Roundtable approved the 2013-2014 Roundtable Work Program.

The Roundtable also approved a motion to send a letter to the Board of Airport Commissioners to oppose re-opening the LAX Heliport. LAWA abstained from the vote.

Requests from Members

Member Bailey requested a report back on Polar Air Cargo's response to LAWA's request for a form explaining why their aircraft departed to the east during west flow.

Member Joanne Williams requested that a LAWA Noise Management staff member come to her neighborhood to observe the aircraft operations and to help her better understand the noise situation in Windsor Hills.

12. Adjournment

David Chan noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, May 14, 2014 in the Samuel Greenberg Boardroom at LAX. Chairman Schneider adjourned the meeting at 8:59 pm.