



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of May 13, 2015

#### **Roundtable Members Present**

Denny Schneider, Chairman, Westchester Neighbors Association  
Carl Jacobson, Vice Chairman, City of El Segundo  
Blake LaMar, City of Palos Verdes Estates  
Petra Schneider, City of Rancho Palos Verdes  
Jessica Duboff, City of Los Angeles – Council District 11  
Danna Cope, LAX Area Advisory Committee  
Yvonne Bedford, Ladera Heights Civic Association  
Martin Rubin, North Westdale Neighborhood Association  
June Lehrman, City of Culver City  
Chris Arriola, City of Monterey Park  
Olivia Valentine, City of Hawthorne  
Jim Withrow, City of Inglewood  
Rolan Morel, Federal Aviation Administration  
Scott Tatro, LAWA

#### **LAWA and Consultant Staff**

Kathryn Pantoja, LAWA  
René Spencer, LAWA  
David Chan, 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 comment and the Chairman may entertain questions from the audience as time permits.

## **2. Call to order**

Roundtable Chairman Denny Schneider called the meeting to order at 7:00 pm PDT in the Samuel Greenberg Boardroom at LAX.

## **3. Comments from the Public**

Chairman Schneider opened the public comment period. A resident of Santa Monica who has lived near the Santa Monica Airport (SMO) VOR for the past three years stated that over the past few months, she has noticed a number of louder, bigger aircraft flying lower than before. She said that her partner has noticed them as well, but others that she asked about the aircraft have not. She noted that she understands Culver City is experiencing the same problem. She added that after logging an hour's worth of air traffic, she filed a noise complaint with LAWA today. She said she watched the arriving aircraft on WebTrak and noticed that there is a choke point over her neighborhood. She stated she is also observing noise from propeller aircraft at SMO. Member June Lehrman asked the resident for her address. The resident gave her address as 14<sup>th</sup> and Oak. Member Lehrman asked the resident whether she knew the altitude of the aircraft. The resident said it was 7,000 feet.

A resident from the City of Los Angeles said he is concerned that the sound insulation program is using noise contours drawn in the 1990s. He stated that he is across the street from where the contour ends. Roundtable Facilitator Alverson asked for his street address. The resident said he lives at on Cimarron Street, just north of Imperial Hwy in the City of Los Angeles. He added that he attended this meeting to learn about the update of the noise contours. Mr. Alverson said there would be a presentation on the LAX Noise Exposure Map Update later this meeting.

As there were no additional requests to provide comments, Chairman Schneider closed the public comment period.

## **4. Welcome New Member**

LAWA staff member David Chan said he had received a letter from the City of Inglewood appointing Jim Withrow as its Roundtable representative. Mr. Chan presented the Roundtable membership binder to Mr. Withrow and noted that he will begin receiving the Airport Noise Report. Mr. Chan asked the Roundtable to welcome Member Withrow to the Roundtable and invited him to say a few words about his background. Member Withrow indicated he represents District 2 on the Inglewood Aviation Committee. He said he enjoys attending the Roundtable meetings and brings information back to the Aviation Committee.

## **5. Briefing on the UC Davis Noise Symposium**

Member Danna Cope requested that her presentation on the UC Davis Noise Symposium be deferred until after the Aviation Noise News. Hearing no objections to the proposal, Chairman Schneider granted Member Cope's request. Therefore, this item followed the Aviation Noise News Update presentation.

Member Cope reported that the UC Davis Noise Symposium was fantastic this year, although attendees may have difficulty getting to all of the presentations as there are concurrent sessions. She reviewed portions of a handout she provided to the Roundtable containing her notes on each of the sessions she attended. She noted ongoing efforts that

airports are undertaking to reduce greenhouse gas (GHG) emissions. LAWA Representative Scott Tatro noted that aircraft operations account for only two percent of the world's overall GHGs. Member Cope noted that there were several presentations on the implementation of NextGen procedures, which make aircraft operations more efficient but may concentrate flight paths over noise-sensitive land uses. She added that the implementation of satellite navigation instead of land-based navigational aids is allowing aircraft to fly shorter routes. She cited an example of a flight traveling from Southern California to Fort Lauderdale can now fly over the Gulf of Mexico, which is much shorter and more direct.

Member Cope concluded her presentation by suggesting that the Roundtable members review her notes for additional details.

## **6. LAX Noise Exposure Map Update**

Mr. Alverson provided an update on the LAX Noise Exposure Map Update process. Mr. Alverson noted that the update process began in February 2014 with the purpose of generating new Noise Exposure Maps (NEMs) for LAX. Mr. Alverson explained that the current noise contours that LAWA uses for the sound insulation program are from Alternative D in the Airport Master Plan. He said the Alternative D contours represent a forecast of LAX's aircraft noise exposure for 2015. He stated that LAWA initiated the NEM update to ensure that sound insulation programs continue to be eligible for federal funding.

Mr. Alverson noted that the LAX NEM report must meet the requirements of 14 CFR Part 150 in order for the FAA to accept it. He indicated that an NEM checklist will be completed to ensure that the document meets all of the Part 150 requirements. Noting, for example, that 14 CFR Part 150 requires the NEMs to represent existing and future conditions. Mr. Alverson explained that LAX NEMs will be prepared for 2015 to represent existing conditions and 2020 to represent future conditions.

He then reviewed the aircraft operations, fleet mix, time of day, and runway use data for the 2015 and 2020 conditions. He also reviewed the radar flight tracks that were used to develop the modeled flight tracks and the noise modeling process. Finally, he presented images showing the 2015 and 2020 LAX NEMs.

Mr. Alverson reviewed the key project accomplishments to date, which included four public workshops and three presentations to the Roundtable. Additionally, he reviewed the remaining project schedule. He noted that the Draft LAX NEM Report is currently available for public review and that the 30-day public comment period ends on June 9, 2015.

Mr. Alverson concluded his presentation by providing the web address for downloading an electronic version of the Draft LAX NEM Report, which is <http://www.lawa.org/LAXPart150.aspx>, as well as the link to the FAA's 14 CFR Part 150 website, which is [http://www.faa.gov/airports/environmental/airport\\_noise/](http://www.faa.gov/airports/environmental/airport_noise/). He also indicated that the Draft LAX NEM Report is available for review at the following five local libraries: the Loyola Village Branch Library in Westchester, the El Segundo Public Library in El Segundo, the Inglewood Main Library in Inglewood, the Lennox Library in Lennox, and the Mark Twain Library in Los Angeles.

The complete LAX Noise Exposure Map Update presentation can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## 7. Work Program A1 – Overview of FAA’s SoCal Metroplex EA Process

Mr. Alverson gave a presentation that provided an overview of the FAA’s Southern California Metroplex Environmental Assessment (EA) process. He stated the FAA has been working with aircraft operators for several years to improve efficiency and reduce complexity in the Southern California airspace in a process known as the Metroplex. He noted that the process was a much larger part of the FAA’s national NextGen initiative. Mr. Alverson said the Metroplex process will result in new approach and departure procedures that may change where and how aircraft fly over the Los Angeles Basin.

Mr. Alverson noted that the Metroplex Draft EA was scheduled to be released on June 10, 2015, which would start a public comment period of at least 30 days. He added that the public may download the Draft EA, attend one of the public workshops, and submit comments on the Draft EA. He described the type of approach and departure procedures the Draft EA may contain and reviewed examples of exhibits from the Final Northern California Metroplex EA. Mr. Alverson noted that aircraft noise is assessed using the Day-Night Average Sound Level (DNL) in three different zones ranging from 45-60 dB, 60-65 dB, and 65 dB and greater with the threshold of significance being changes of 1.5 dB or greater in the 65 and greater zones. The DNL metric is used, rather than CNEL, he explained, because it is a federal project. He added the FAA had previously stated that the Metroplex process will eliminate procedures that result in increases of 1.5 dB or greater within the 65 dB DNL and greater zone. He provided an example of a figure from the Final Northern California Metroplex EA depicting aircraft noise exposure in terms of DNL at population centroids, as well as a table showing no persons exposed to changes in DNL greater than 1.5 dB in the 65 dB and greater zone.

Mr. Alverson discussed how the FAA would respond to public comments in the Final Metroplex EA and would issue a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) if the FAA concluded that there would be no significant environmental impacts as a result of implementing the recommended Metroplex approach and departure procedures. He then described the steps the FAA and aircraft operators would take to implement the new procedures, which could take several months.

Mr. Alverson reviewed several locations across the United States where RNAV, RNP, and PBN procedures were implemented noting there has been a range in community reaction to the changes from very little to a great deal. He provided an example of before and after radar flight tracks from Phoenix Sky Harbor International Airport where the community reaction has been vigorous.

Mr. Alverson concluded his presentation by reiterating that the Draft Metroplex EA would be available on June 10, 2015 and that the public comment period would be open for at least 30 days. He suggested that the interested public provide written comments on the Draft EA before the public comment period closes.

Member Lehrman noted that she was aware of a Metroplex EA briefing on May 27<sup>th</sup>. LAWA Representative Tatro said that LAWA was hosting the briefing for elected officials only, and that the briefing would be similar to the presentation the Roundtable received this evening.

Chairman Schneider noted that there would be only a few days left in the comment period after the Roundtable’s July meeting in which to submit comments. He suggested that the Roundtable send the FAA a letter requesting an extension of the 30-day comment period to

60 days. Member Olivia Valentine's motion to send a letter to FAA requesting a 60-day comment period was seconded by Member Lehrman and was approved unanimously.

The complete Overview of FAA's SoCal Metroplex EA Process presentation can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## 8. Statistical Update on Aircraft Operations

LAWA staff member David Chan presented the statistical update for Work Program Items A9 and A10. The following is a summary of Mr. Chan's presentation.

### Work Program Item A9: Departures on Runway 25L

**Description: Aircraft departing from Runway 25L create noise disturbances to the communities south of LAX, especially during nighttime hours.**

Mr. Chan compared the annual departures on Runway 25L versus 25R, noting that there was a spike in Runway 25L departures in 2007 due to construction of the center taxiway. He also noted that in 2013 there was an uptick in Runway 25L due to the closure of Runway 25R for repairs. He reviewed a bar graph depicting passenger and cargo departures on the south runway complex for a 13-month period. The graph also includes runway closure activity that demonstrates how closures of Runway 25R increase Runway 25L departures and vice versa. Mr. Chan highlighted that in March 2015, Runway 25L was closed for most of the month, causing a spike in operations on Runway 25R. He also reviewed the closures of Runway 25R and departures on Runway 25L between 12:00 am and 6:30 am for the month of March 2015. He explained that the graph showed a spike in Runway 25L departures on March 5<sup>th</sup> when Runway 25R was closed for four hours. He added that Runway 25L was closed for the balance of the month, so the bar graph depicted no departures on Runway 25L.

Mr. Chan reviewed the departures by operator type for March 2015, which illustrated that the majority of departures on Runway 25L were by general aviation and air cargo aircraft as opposed to passenger aircraft. He added that the graph also showed that, in general, the FAA does a good job assigning general aviation and air cargo aircraft to Runway 25R as there were significantly more general aviation and air cargo departures on Runway 25R than on Runway 25L, even though the aircraft must cross two active runways to use Runway 25R.

In reviewing the cargo departures on Runway 25L and 25R by cargo operator, Mr. Chan indicated that FedEx has the most operations among the cargo carriers at LAX. He noted that FedEx made a commitment to ask its pilots to request Runway 25R for departures. He showed a graph of FedEx departures for Runways 25R and 25L since March 2013, which clearly showed a trend of increased Runway 25R departures, as well as decreasing Runway 25L departures. Mr. Chan noted that LAWA appreciates FedEx's efforts to minimize nighttime noise exposure in the community.

### Work Program Item A10: Turboprop Community Overflights

**Description: Turboprop aircraft departing to the west/southwest with destinations to the east overfly the Palos Verdes Peninsula and Torrance en route to the Seal Beach VOR.**

Mr. Chan presented a graph comparing the annual southbound turboprop departures to those overflying the Palos Verdes Peninsula. He noted that the annual trend of southbound turboprops, as well as overflights of the Peninsula, has been decreasing from year to year. He added that an average of only 11 turboprops per day overflew the Peninsula in 2014. He noted these aircraft are typically at 7,000 to 9,000 feet over the Peninsula. Mr. Chan noted that SkyWest had the most turboprop overflights of the Peninsula, but also had the most southbound departures of all of the turboprop aircraft operators. Mr. Chan added that SkyWest had announced plans to phase out the turboprops, which has reduced the turboprop traffic over the Peninsula.

Mr. Chan then reviewed the annual jet overflights of the Peninsula, which accounted for just one percent of southbound departures in 2014, but noted that jet overflights had increased to two percent in February and March 2015, which is a result of SkyWest's change from turboprops to regional jets. He added that most jet aircraft are at about 13,000 feet when passing over the Peninsula. Member Petra Schneider asked why there was an increase for jet overflights at less than 10,000 feet. Mr. Chan replied that all jet overflights had increased across the board, as indicated by the increase in departures in February and March 2015. Chairman Schneider asked that at the next presentation of this statistical information, LAWA show the jet overflight information broken down by daytime and nighttime.

Mr. Chan's presentation on the Statistical Update on Aircraft Operations can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **10. Aviation Noise News Update**

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

- FAA announced on April 30<sup>th</sup> that its new En Route Automation Modernization system, ERAM, became operational at all 20 air route traffic control centers in the United States, which will facilitate the implementation of en route NextGen procedures.
- NASA is flight testing a wing that changes its shape in flight, which should reduce fuel consumption and noise on landing and takeoff.
- Congress is developing legislation that would reauthorize funding for the FAA beyond September 30, 2015. As a part of that legislation, airports support an increase in Passenger Facility Charges, while airlines oppose it.
- At a conference in Santa Cruz that FAA attended, about two dozen residents picketed and expressed concern over new flight routes that resulted from implementation of some of the Northern California Metroplex procedures.
- On May 7, 2015, FAA announced it will soon begin a comprehensive, nationwide survey on the effects of aircraft noise on people.
- The new CFM International Leap-1B engine, which offers a 40 percent reduction in single-event aircraft noise, recently began flight tests on a Boeing 747 test bed.

Chairman Schneider asked whether the Roundtable should send a letter to Congress in support of the FAA reauthorization legislation. LAWA representative Tatro suggested that it may be premature to send a letter at this point as the current authorization doesn't expire until the end of September. Mr. Tatro suggested that the Roundtable monitor the legislation and act in a couple of months if necessary.

The complete Aviation Noise News Update can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **11. Roundtable Member Discussion**

Chairman Schneider asked whether the members wished to take up the matter of the FAA's deadline for cutting off funding for the residential sound insulation programs in Inglewood and El Segundo. Chairman Schneider noted that the FAA had not yet established a testing procedure to implement its guidance requiring a 45 dB or greater interior noise level. Vice Chair Carl Jacobson noted that this item was not on the agenda and, therefore, the Roundtable could not take action on it tonight. Member Withrow noted that the FAA has allowed block rounding in Inglewood.

Member Cope said that the Roundtable needs to stay on top of the Metroplex EA once it is released. Chairman Schneider asked LAWA to send a notice to the members when the Metroplex EA is released. Mr. Chan said he would do that.

## **12. Review of Roundtable Action Items**

Mr. Alverson reviewed the following Roundtable actions taken and member requests made during tonight's meeting:

### **Formal Action Items**

The Roundtable approved sending a letter to the FAA requesting an extension of 30 days to the 30-day public comment period to provide the Roundtable with additional time to review and provide comments on the FAA's Metroplex Environmental Assessment (EA) document.

### **Requests from Members**

Member Cope requested that LAWA notify Roundtable members via email when the FAA's Metroplex EA is released for public review.

Chairman Schneider requested that LAWA include the breakdown of daytime and nighttime jet overflights for the next statistical update on Palos Verdes overflights.

## **13. Adjournment**

LAWA staff member Chan identified July 8, 2015 as the next Roundtable meeting date. Chairman Schneider adjourned the meeting at 9:10 pm.