



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 8, 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
JoAnn Williams, United Homeowners Association
Martin Rubin, North Westdale Neighborhood Association
Steve Murray (Alternate), City of Culver City
Chris Arriola, City of Monterey Park
Jim Withrow, City of Inglewood
Rolan Morel, Federal Aviation Administration
Kathryn Pantoja, LAWA

LAWA and Consultant Staff

René Spencer, LAWA
David Chan, LAWA
Georgianna Streeter, 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 Chairman may entertain questions from the audience as time permits.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:02 pm PDT in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

Chairman Schneider opened the public comment period. Hearing no requests from the public to address the Roundtable, Chairman Schneider closed the public comment period.

4. Work Program A1 – Review SoCal Metroplex Proposed Procedures and Suggestions for Comment Letter

Mr. Alverson gave a presentation to the Roundtable reviewing some of the proposed changes to the arrival and departure procedures contained in the Draft Southern California Metroplex Environmental Assessment (EA). He noted that the Draft Metroplex EA had been released to the public on June 10, 2015 and that the comment period would end on July 10, 2015. He said that his presentation covers the new procedures that appear to represent the greatest amount of change from existing procedures in place today. During his review of the proposed procedures, he also reviewed the extent to which the noise abatement recommendations in the Roundtable's September 24, 2012 letter to the Federal Aviation Administration (FAA) were incorporated into the proposed Metroplex, noting that only one of the proposed procedures may partially address the Roundtable's recommendations. Mr. Alverson pointed out that the proposed North Downwind Required Navigation Performance (RNP) arrival procedures may partially reduce overflights of Monterey Park, but some aircraft may still be vectored further to the east when safety requires it or when aircraft are not equipped to fly the RNP procedure.

In reviewing the Roundtable's recommendation for the FAA to re-investigate the possibility of increasing the altitudes for aircraft on the Continuous Descent Approach (CDA), he noted that the altitudes remain the same as the current arrival procedures. Regarding the Roundtable's recommendation for the FAA to re-investigate the possibility of establishing a LOOP RNAV/RNP procedure to help "tighten" the loop departures, he noted that there are no additional controls or waypoints to help aircraft improve adherence to the procedure of flying directly over LAX when re-crossing the shoreline. He said that the proposed ORCKA1 Standard Instrument Departure (SID) procedure that would replace the LOOP SID keeps aircraft at or above 10,000 feet near the LAX VOR.

Mr. Alverson said that the proposed SIDs do not explicitly provide guidance to pilots to remain on runway heading until crossing the shoreline during west flow departures, which was another recommendation of the Roundtable. He also mentioned that the FAA did not propose any changes to the existing turboprop procedures. He added, however, that in November 2014 SkyWest airlines announced the phase out of its turboprop operations at LAX, which has led to a reduction in turboprop overflights of the Palos Verdes Peninsula.

He noted that some of the most prominent changes in procedures, although infrequently used, appear during east-flow operations with the arrival routes pushed north and south of their current location by 2.3 and 1.6 nautical miles, respectively. He also pointed out that the new LAX TRTON1 SID appears to depict tighter turns by aircraft after takeoff during east-flow operations, which could result in shifting of noise that affects the beach cities. He stated that for departures heading eastbound during east-flow, the Metroplex EA depicts an entirely new

departure corridor with the south and north departure streams converging at a waypoint called TRAAP near El Monte and proceeding north of West Covina, San Dimas, and just south of Mount Baldy. He noted that these areas do not routinely experience departures from LAX. He emphasized that east-flow operations only occur about five percent of the time during the course of a year.

In addition to these changes in LAX procedures, Mr. Alverson also described procedure changes at Long Beach Airport, San Diego International Airport, and Santa Monica Airport (SMO) emphasizing that those procedures will change the location of flight tracks over the Los Angeles Basin. He noted that the changes proposed at SMO will deconflict the SMO and LAX westbound departures, which could assist the LAX air traffic controllers with better balancing the percentage of operations on the north and south airfield complexes at LAX.

He said that the Metroplex EA had concluded that the proposed procedure changes would not result in changes in noise exposure levels that exceed FAA's thresholds of significance and that it further concluded there would be no significant noise impacts from implementing the proposed procedures.

He identified possible areas for the Roundtable to consider when preparing its comment letter to the FAA regarding the Draft Metroplex EA. He mentioned that if the Metroplex procedures are implemented as proposed in the EA, they may result in shifting noise from one community to another; exposing noise sensitive land uses to new overflights; resulting in lower aircraft altitudes over some communities; and increasing existing noise levels in certain communities by concentrating aircraft flight tracks over a narrower area than the pre-Metroplex conditions. Given these concerns, he suggested that the Roundtable could request that the FAA remain open to the possibility of making changes to the procedures should they result in widespread community complaints after implementation. Mr. Alverson also offered the suggestion to request that the FAA conduct the noise analysis using the State of California's aircraft noise metric, the Community Noise Equivalent Level (CNEL), as approximately 20 percent of LAX's operations occur during the evening hours. He noted that the CNEL metric includes an additional weighting for evening operations, while the DNL metric used in the Metroplex EA does not. Lastly, he suggested that the Roundtable request the FAA to provide a follow-up presentation describing how, in the Metroplex process, the FAA had considered the Roundtable's noise abatement recommendations.

Mr. Alverson closed the presentation by providing the FAA's contact information for submitting comments on the Metroplex EA, which can also be found by googling "SoCal Metroplex EA".

Member Martin Rubin noted that on June 30, 2015, the Los Angeles City Council passed a resolution supporting procedures within the Metroplex that would deconflict the LAX and SMO westbound departures. He passed out copies of the resolution to members of the Roundtable and suggested that the Roundtable consider offering similar support for FAA to adopt the procedures. There was general support among the Roundtable members for including a statement of support on these procedures as part of the Roundtable's comment letter on the Draft Metroplex EA.

Member Stephen Murray said that he had examined the noise analysis in the EA in detail and found that there were a number of instances where the 5-decibel threshold of significance had been exceeded, and suggested that the Roundtable comment letter ask the FAA to explain these exceedances. Member Murray also noted that a single temperature had been

used for the noise modeling, but the temperatures vary greatly from the coastal areas to the inland areas. He added that the analysis appears to have ignored the presence of inversion layers. He also mentioned the lack of information available in the Draft EA for the public to easily identify the proposed changes of the procedures and to assess the noise situation. Mr. Alverson suggested that, given that the Roundtable only has two days to prepare and submit a comment letter, that its comments be more general in nature. He said he would incorporate some of Mr. Rubin and Mr. Murray's points in the letter. The Roundtable members agreed with Mr. Alverson's approach.

Member Blake LaMar moved and Vice Chairman Jacobson seconded a motion authorizing the Chairman to prepare a letter on behalf of the Roundtable commenting on the Draft Metroplex EA. The motion passed unanimously. Member Danna Cope requested that a draft of the letter be provided to Roundtable members by 5 pm PDT on July 9, 2015, so that communities wishing to submit their own letters could build on the Roundtable's comment letter. LAWA Staff member David Chan said that he would distribute the draft comment letter to the Roundtable members.

(Important Note: On Thursday, July 9, 2015 the FAA extended the comment period for the Draft Metroplex EA to 90 days from June 10, 2015. Therefore, written comments on the Draft Metroplex EA will now be accepted by the FAA until Tuesday, September 8, 2015.)

The presentation on the proposed procedures included in the SoCal Metroplex EA can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

5. Work Program B5 – Update on Soundproofing Programs

LAWA staff member Georgianna Streeter began her update regarding the Sound Insulation Programs at LAX by noting that noise sensitive land uses within 65 CNEL are considered incompatible with LAX's aircraft operations and that these properties would require sound insulation to reduce indoor noise levels. She explained that LAX has an FAA-approved Noise Compatibility Program (NCP) that identifies residential areas that are eligible for FAA funding for sound insulation treatment. She also mentioned that there are other agreements (Stipulated Settlement Agreement and Community Benefits Agreement) in place to provide funding for sound insulation programs. She added that the Stipulated Settlement Agreement that provides noise mitigation funding for El Segundo, Inglewood, and Los Angeles County will expire this year.

Ms. Streeter then reviewed the highlights for 2015, which included the funding of \$80 million of sound insulation treatments between August 2014 and January 2015. She also stated that there are 2,600 units in construction in Inglewood, El Segundo, and unincorporated areas of Los Angeles County including Lennox, Athens, and Del Aire. She noted that the pace of sound insulation work has picked up prior to the new FAA eligibility requirements going into effect on October 1, 2015. She explained that under the new eligibility requirements, homes within the 65 CNEL contour will be acoustically tested to determine whether their interior noise level is 45 dB or greater. Ms. Streeter said that under the new FAA requirements, only homes that are within the 65 CNEL contour with an interior noise level equal to or greater than 45 dB will be eligible for sound insulation. She said that FAA had granted limited extensions through the end of 2015 for the new requirements to go into effect for programs in Inglewood, El Segundo, and Los Angeles County. The extension will allow these jurisdictions to finish insulating homes that were already in process under existing eligibility requirements.

Chairman Schneider asked if the 45 dB level was an average. Ms. Streeter explained that the 45 dB level is the average of all habitable rooms. Chairman Schneider then asked if a house doesn't meet the 45 dB level, can it be retested because there may not be much aircraft activity on the day of the test. Ms. Streeter explained that a house will only be tested once and that the test is conducted using an artificial noise source that replicates the octave band width of aircraft in flight. Chairman Schneider asked whether there could be a large number of homes that fail to meet the 45 dB level. Ms. Streeter said there could be a large percentage of failures, but the plan (awaiting FAA acceptance) is to test up to 30 percent of the homes in a sample area and if 50 percent of those tested pass (i.e. demonstrate 45 dB or greater interior noise level), then all of the homes in the sample will "pass" and be treated with insulation. She added that if less than 50 percent of the homes tested meet the 45 dB level, then all of the homes in the sample will be acoustically tested. Member Petra Schneider believes that this new testing method will reduce the number of eligible homes and wonders what is driving it. Ms. Streeter replied that a few years ago the Government Accountability Office had issued a report regarding FAA noise mitigation funding. The report indicated that federal investments were being spent on residential areas that no longer met eligibility criteria. The FAA has since tightened its own oversight of noise mitigation programs.

Ms. Streeter noted that new a Noise Exposure Map (NEM) for LAX is expected to be accepted by FAA in late 2015. She added that subsequently, future FAA funding will be based on the new NEM.

Ms. Streeter said that the City of Los Angeles sound insulation program is closed and completed. Chairman Schneider noted that although the City of Los Angeles program is closed, there are new homeowners who were never offered sound insulation. Ms. Streeter said that the Board of Airport Commissioners had closed the program (based on completed activity for the eligible homes at the time), but that the new NEM may provide an opportunity to look at homes that were not treated before. She added that LAWA plans to recommend economical treatments for windows and doors that homeowners may consider when LAWA is unable to treat their homes.

Ms. Streeter reviewed a map and table showing the status of the sound insulation programs noting that more than 20,000 of the approximately 32,000 dwelling units in the 65 CNEL contour have been completed. She also reviewed the annual production rates for the City of Los Angeles, City of Inglewood, County of Los Angeles, and City of El Segundo residential sound insulation programs, noting that the production rates for the latter three programs have picked up over the past couple of years.

Ms. Streeter concluded her presentation by reviewing the status of the Lennox and Inglewood Unified School District programs noting that 5 of the 11 approved schools in the Lennox School District have been completed and that a \$10 million dollar grant for 3 of the 6 approved schools in the Inglewood Unified School District will be awarded in August 2015.

Ms. Streeter's presentation on the Soundproofing Program can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

6. Statistical Update on Aircraft Operations

Due to the length of time the Roundtable devoted to Item 4, SoCal Metroplex Proposed Procedures and Suggestions for Comment Letter, there was insufficient time for a full briefing on the statistical update. Chairman Schneider asked Mr. Chan to cover just the highlights of the material he was going to present.

Mr. Chan said that the number of non-conforming east departures during westerly operations between midnight and 6:30 am was only 23 in 2014, which is about half of the previous two years.

Mr. Chan stated that there was also a reduction in early turns to the north and south of the airport in 2014. He added that there were only 81 early turns to the south in May 2015, which was down from 191 in April 2015. He noted that the recent reduction in early turns was due to SkyWest Airlines phasing out its turboprop operations at LAX. He noted that the phase out started in November 2014 and was completed in June 2015.

Mr. Chan noted that the number of annual go-arounds has remained relatively constant for the past three years.

The presentation containing the full Statistical Update on Aircraft Operations can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Aviation Noise News Update

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

- House Republican leaders chose to delay the introduction and consideration of the FAA reauthorization bill until September 2015 at the earliest
- Boeing announced that, beginning in March 2016, it will cut production of the 747-800 from 1.3 aircraft per month to 1 per month
- On June 23, 2015, the Los Angeles City Council unanimously confirmed Deborah Ale Flint as LAWA's new Executive Director
- An amendment to a House Appropriations bill that would have allowed enforcement of a mandatory nighttime curfew at Bob Hope Airport was defeated 157-266
- Boeing reported that the Greener Skies initiative at Seattle-Tacoma International Airport is producing greater fuel savings, shorter flight times, and better air emissions reductions than originally predicted
- NASA's Terminal Sequencing and Spacing (TSAS) software will allow pilots to use on-board automation to fly fuel-efficient, optimized profile descents, which will reduce fuel use and noise near airports

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

8. Roundtable Member Discussion

Chairman Schneider asked if there were any additional items the Roundtable members wished to discuss. The members had no further items to discuss.

9. 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 unanimously approved a motion authorizing Chairman Schneider to submit a comment letter to the FAA regarding the Draft Environmental Assessment for the SoCal Metroplex Project. [The deadline for submitting public comments has been extended to September 8, 2015].

Requests from Members

Member Cope requested that LAWA provide a copy of the Roundtable's comment letter to the members to use as a reference in drafting their own comment letters.

10. Adjournment

Mr. Chan identified September 9, 2015 as the next Roundtable meeting date. Chairman Schneider adjourned the meeting at 9:00 pm.