



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of July 13, 2016

#### **Roundtable Members Present**

Denny Schneider, Chairman, Westchester Neighbors Association  
Carl Jacobson, Vice Chairman, City of El Segundo  
Blake LaMar, City of Palos Verdes Estates  
So Kim, City of Rancho Palos Verdes  
Dinesh Ghiya, City of La Habra Heights  
Anthony Anderson, City of Los Angeles – Council District 8  
Omar Pulido, City of Los Angeles – Council District 11  
Danna Cope, LAX Area Advisory Committee  
June Lehrman, City of Culver City  
Stephen Murray, City of Culver City (Alternate)  
Cesar Vega, City of Monterey Park  
Jim Withrow, City of Inglewood  
Terry Boyle, Federal Aviation Administration  
Scott Tatro, LAWA

#### **LAWA, FAA, and Consultant Staff**

René Spencer, LAWA  
David Chan, LAWA  
Kathryn Pantoja, 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 Schneider called the meeting to order at 7:00 p.m. PDT in the Samuel Greenberg Boardroom at LAX.

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

Chairman Denny Schneider opened the public comment period and asked that speakers keep their remarks to two to three minutes in length.

Several residents from Monterey Park, including Mayor Mitchell Ing and Vice Mayor Teresa Real Sebastian, commented on the increased number of low and loud aircraft flying over Monterey Park. They expressed a belief that the extended downwind arrival was only to be used in emergency situations and inquired whether or not the arrival procedures have changed. The Vice Mayor requested that Work Program Item A7, "Extended Downwind Approach," be given a higher priority.

A 25-year resident of La Habra Heights expressed similar concerns to those of the Monterey Park residents regarding overflights of his community.

A resident of South Los Angeles expressed an interest in raising the priority for Work Program B2: Evaluate the 60 dB CNEL Noise Contour for Eligibility for Sound Insulation and having LAWA report on the status of using ANOMS to assist in defining the 60 CNEL contour. She also expressed an interest in receiving an update on Work Program B1: Low Frequency Noise.

When there were no further comments, Chairman Schneider closed the public comment period.

## **4. Election of Roundtable Officers for Two-Year Term**

Member Danna Cope presided over the Chairman and Vice Chairman election process. She noted that the Roundtable had solicited nominations for both positions and received two nominations from Member Withrow: one for current Chairman Schneider and the other for current Vice Chairman Jacobson. Member Cope opened the nomination process to Roundtable members calling three times for any other nominations for Chairman and Vice Chairman. Hearing no other nominations for Chairman and Vice Chairman, member Cope closed the nominations and acknowledged that Denny Schneider and Carl Jacobson were elected Roundtable Chairman and Vice Chairman, respectively, by acclamation.

## **5. Concerns Regarding Aircraft Overflights of Monterey Park**

Margaret Leung, a Monterey Park resident and Planning Commissioner, gave a presentation about aircraft overflights of Monterey Park noting that aircraft pass over the Santa Monica VOR at 7,000 feet above mean sea level (MSL) and descend to 2,500 feet MSL prior to making a U-turn over Monterey Park to land at LAX. Ms. Leung indicated that she believed that the extended downwind approach was only to be used in emergencies or during poor weather. She noted that the elevation of Monterey Park is 900 feet, which means most aircraft are at 1,600 feet above ground level when flying over homes. Ms. Leung indicated that there was an increase in the number of extended downwind arrivals based on recent

statistics provided by LAWA. She also cited previous written requests by the Roundtable to the FAA to incorporate noise mitigation measures into the Metroplex process that have received no response.

LAWA representative Scott Tatro noted that the extended downwind approach is not used for emergencies, but for times when LAX is not operating under visual flight conditions. LAX Airport Traffic Control Tower (ATCT) representative Terry Boyle added that the extended downwind arrival is also used during times of increased air traffic volume.

Ms. Leung provided several recommendations in her presentation for the Roundtable's consideration to improve the noise situation at Monterey Park. Ms. Leung's presentation can be found under Presentations ("Monterey Park Presentation") on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **6. Work Program A13 – Follow-up Discussion on the North Downwind Arrival Study**

Mr. Alverson noted that during the Special Roundtable Meeting on June 8, 2016, at which the North Downwind Arrival Study Results were discussed, the Roundtable did not take any action on this item that evening. He provided a brief review of the study results and offered some potential recommended next steps for the Roundtable's consideration.

Member Lehrman indicated that she disputed the narrative of the study results, but understands that is what the data show. She also indicated the change in aircraft activity over Culver City did not begin in 2014 or end in 2015.

After member discussion, Member Pulido made the following motion, which was seconded by Member Murray and approved unanimously by the Roundtable:

The Roundtable shall:

1. Make a formal request of the FAA to investigate this issue further to arrive at a plausible explanation for the narrowing of the flight track dispersion, increased noise complaints under the north downwind arrival, and increased overflights of Monterey Park, La Habra Heights, and other affected communities;
2. Invite the FAA to present the results of its investigation at a future Roundtable meeting; and
3. Request that in the future, the FAA provide LAWA and the Roundtable with advance notice of changes in air traffic control practices or procedures that narrow flight tracks or newly expose residents to aircraft noise.

The complete presentation related to the Follow-up Discussion on the North Downwind Arrival Study can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **7. Work Program A1 – Briefing on FAA So Cal Metroplex Project**

In response to a prior request from the Roundtable, Mr. Tatro gave a briefing on the FAA's Southern California Metroplex Project, which is part of a national process to take advantage of satellite-based navigation capabilities to make the national airspace system more efficient. He reviewed the Roundtable's efforts pertaining to the Metroplex such as seeking FAA's

support for several recommendations to address noise issues, commenting on the Metroplex proposed procedures, and requesting an extension of the project's Draft Environmental Assessment (EA) public comment period. He reviewed several examples of the proposed Metroplex flight procedures and pointed out the potential noise effects of those procedures.

He also discussed LAWA's outreach efforts in providing information about the Metroplex project by posting information on LAWA's website and providing briefings to the Mayor's Office, City Council IGTC&T Committee, and several council district and congressional offices to increase awareness of the project.

In term of the next steps, LAWA will continue to review available Metroplex materials and is planning to conduct additional public briefings. The FAA is planning to release the Metroplex Final EA this summer, which will include responses to comments. Thereafter, the FAA will start implementing the proposed procedures in 3 phases based on publication cycles of the aeronautical/flight charts with November 2016, April 2017, and May 2017 listed as possible implementation dates.

The complete presentation related to LAWA's Staff Update on the FAA's Southern California Metroplex Project can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **8. Work Program B5 – Update on Sound Insulation Programs**

LAWA Staff Member, Georgianna Streeter, provided a status report on the Noise Mitigation Programs at LAX, noting that 2015 was a very active year. The program jurisdictions (City of El Segundo, City of Inglewood, and County of Los Angeles) ramped up production to insulate as many homes as possible prior to the new FAA eligibility requirements going into effect in 2016 (Cutoff date extended from Oct 2015 to the end of 2015). To date, approximately 71% of the dwelling units surrounding LAX that qualified for sound insulation have been treated.

As of January 2016, the FAA requires homes within the FAA-approved 65 CNEL contour to have an interior sound level of 45 CNEL or greater in order to qualify for sound insulation. LAWA released its acoustical testing plan in October 2015 to help jurisdictions assess whether a dwelling unit exceeds the 45 or greater CNEL interior noise level. Testing of homes has begun in Inglewood and L.A. County, and so far about 75 % of the homes are passing, which is higher than expected.

Also in January 2016, the FAA approved the 2015 and 2020 Noise Exposure Maps for LAX, which establish the new boundary for LAX sound insulation programs and may affect the number of homes eligible for the programs.

The sound insulation program for homes located in the City of Los Angeles is completed and closed. LAWA has no plans to reactivate the City of Los Angeles program, but would not rule out doing so in the future after eligible dwelling units in other jurisdictions are completed.

Sound insulation work for schools in the Lennox and Inglewood Unified School Districts is continuing.

The complete presentation related to LAWA's Status Report on Noise Mitigation Programs can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

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

Due to the length of the Agenda Items 3 and 5, the statistical update on aircraft operations was postponed to a future meeting.

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

Due to the length of the Agenda Items 3 and 5, the aviation noise news update was postponed to a future meeting.

## **11. Roundtable Member Discussion**

LAX ATCT representative Terry Boyle explained that the reason that aircraft descend to 2,600 feet on the north downwind arrival route is to maintain 1,000 feet vertical separation from the straight-in arrivals from the east, which are at 3,600 feet. He added that there was a great deal of low visibility weather at LAX in May and June, which is referred to as the May Gray and the June Gloom. Low visibility conditions require greater lateral aircraft separation to ensure safety and, in turn, require aircraft to fly an extended downwind approach.

Member Ghiya asked LAWA to confirm that it is on schedule to report on La Habra Heights overflights at the September 14, 2016 Roundtable meeting. Mr. Tatro confirmed that LAWA is preparing to give the La Habra Heights presentation at the September Roundtable meeting.

Mr. Tatro mentioned that LAWA is improving its noise complaint handling system and has retained the services of PlaneNoise to begin that process. PlaneNoise will provide residents a simplified web-based complaint form and a mobile phone application to file complaints, and will provide LAWA with automatic transcription of voice messages received through the noise complaint hotline. While the system will be highly automated, it will still allow callers to transfer to a live person if they so choose.

## **12. Formal Action Items and Other Requests**

### **Actions Taken**

The Roundtable members elected Denny Schneider and Carl Jacobson by acclamation to continue serving as Chair and Vice Chair, respectively, for a two-year term.

The Roundtable agreed to request formally that the FAA investigate the temporary narrowing of the north downwind arrival flight tracks, present FAA's investigation results at a future Roundtable meeting, and provide LAWA and the Roundtable with advance notice of changes in air traffic control practices or procedures that may adversely affect residential areas. The Roundtable will also request that the FAA provide explanations for the increased aircraft overflights in Monterey Park and La Habra Heights as well as the increase in noise complaints associated with the north downwind arrivals.

### **Other Requests**

Monterey Park Planning Commissioner Margaret Leung asked that the Roundtable consider several recommendations she made in her presentation regarding aircraft overflights over the Monterey Park.

A resident of South Los Angeles asked the Roundtable to provide a status update on the 60 CNEL contour and low frequency noise at the next meeting.

### **13. Adjournment**

LAWA staff member David Chan noted that the next regular Roundtable meeting is scheduled for 7:00 pm on Wednesday, September 14, 2016. Chairman Schneider adjourned the meeting at 9:22 pm PDT.