



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Special Meeting of September 20, 2017

Roundtable Members Present

Denny Schneider, Westchester Neighbors Association
Carl Jacobson, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Albizaal Del Valle, City of Los Angeles – Council District 8
Geoff Thompson, City of Los Angeles – Council District 11
Danna Cope, LAX Area Advisory Committee
JoAnn Williams, United Homeowners Association
Michael Salman, United Neighborhoods Neighborhood Council
Martin Rubin, North Westdale Neighborhood Association
Laurie Smith, Bluff Park Neighborhood Association
Stephen Murray, City of Culver City
Jim Withrow, City of Inglewood
Dinesh Ghiya, City of La Habra Heights (via teleconference)
Ron Bow, City of Monterey Park (via teleconference)
Kendrick Okuda, LAWA

LAWA Staff

Kathryn Pantoja, LAWA
René Spencer, LAWA
David Chan, LAWA

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Chairman Denny Schneider welcomed the members and public and indicated the purpose of this special meeting was to review flight procedures associated with the North Downwind Arrivals and to submit written comments to the FAA by the September 25, 2017 deadline.

2. Call to order, Pledge of Allegiance, and Identification of Those Present

Chairman Denny Schneider called the meeting to order.

3. Comments from the Public

Several individuals from Malibu, West Adams, Santa Monica, Mar Vista, and Culver City expressed concerns about aircraft noise over their communities, also noting concerns about health and environmental impacts.

4. Presentation and discussion of 5 proposed new/revised North Arrival flight procedures (HULLL2, IRNMN2, RYDRR2, SADDE8, and BAYST1)

Michael Salman, Roundtable Member representing United Neighborhoods Neighborhood Council, reviewed the flight procedures that are associated with the North Downwind Arrivals at LAX. He indicated that the FAA is revising the HULLL2, IRNMN2, and RYDRR2 arrival procedures to include a minimum altitude requirement of 6,000 ft. at GADDO waypoint. He indicated that this minimum altitude may provide noise relief for certain residents under the north downwind arrival path if aircraft are adhering to the altitude requirement. He noted that currently aircraft are not meeting the FAA published altitude requirement at DAHJR waypoint.

Mr. Salman suggested that the Roundtable submit a letter to the FAA expressing support of a 6,000 ft. minimum altitude restriction at waypoint GADDO, requesting a modest increase of the minimum altitude at DAHJR waypoint, and requesting that air traffic controllers adhere to minimum altitude requirements. The Roundtable members voted in favor of Mr. Salman's suggestion.

Mr. Salman then reviewed the proposed FAA revisions to the conventional arrival procedure, SADDE8, which include a minimum altitude restriction of 7,000 ft. at SMO VOR, and a heading change from 68 to 70 degrees for aircraft as they head east after the SMO VOR. He noted that he was not sure why a conventional procedure is still needed as most aircraft are now flying satellite-based procedures.

He suggested that the Roundtable submit a letter to the FAA regarding the SADDE8 arrival procedure expressing support for the 7,000' minimum altitude requirement at SMO VOR and inquiring about the heading change, usage, and other elements of this procedure. The Roundtable members voted to move forward with Mr. Salman's suggestion.

Mr. Salman then discussed a new proposed arrival procedure called BAYST1 which will direct some aircraft off the north arrival route to land on the south runway complex at LAX. LAWA staff member David Chan noted that this procedure is actually formalizing an existing route that has been in use for several years.

Member Blake LaMar evoked his concern about the holding pattern over Malibu as prescribed in this procedure and others.

As insufficient information is available regarding the BAYST1 procedure, Mr. Salman suggested that the Roundtable submit a letter to the FAA inquiring about the purpose and expected use of this procedure, altitude requirements over certain areas, and other factors. The Roundtable members voted to move forward with Mr. Salman's suggestion.

The complete presentation related to this discussion can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

5. Presentation and discussion of indications of possible other new/revised North Arrival flight procedures under FAA consideration

Mr. Salman showed a playback of flight activity using WebTrak for Sunday, September 10, 2017 from 8 pm to 10 pm. He indicated that on this night, aircraft were flying patterns that are different from those usually flown. He was inquiring whether the FAA was conducting a flight test that night. Mr. Chan indicated that he had followed up with the FAA and obtained information regarding this situation. The FAA advised that controllers managed the air traffic a bit differently due to the high traffic volume on that night. The flight activity went back to normal the next day.

Mr. Salman also reviewed a recent FAA presentation that was given to the aviation industry regarding LAX flight procedures and communities that filed litigation against the FAA regarding the So Cal Metroplex Project. He used this presentation as an example to note that the FAA is providing information to industry but not to the public and that the FAA may have shared some information that is confidential under Court order.

LAWA representative Kendrick Okuda inquired about the exact date when the Court issued the confidentiality agreement, as the information in question may have been shared by the FAA prior to that date. Mr. Salman noted that the presentation was provided after the Court's confidentiality agreement.

Member Geoff Thompson agreed that the FAA should provide the same type of information to the public as given to industry.

After discussion, Mr. Salman suggested that the Roundtable submit a general comment letter to the FAA requesting that the agency share with the public the same information given to industry pertaining to flight procedures and work together as a partner to address Next Gen noise issues, specific problems associated with the north downwind arrival procedures, and other related matters. The Roundtable members voted to move forward with Mr. Salman's suggestion.

6. Roundtable Member Discussion

Member Laurie Smith requested that the Roundtable consider supporting H.R. 2539 - a bill to re-establish the noise abatement office within the U.S. Environmental Protection Agency.

7. Review of Roundtable Action Items

Formal Actions Taken

- The Roundtable approved submitting a specific comment letter to the FAA regarding the revised RNAV arrival procedures (HULLL2, IRNMN2, and RYDRR2) to express support for a 6,000 ft. minimum altitude restriction at waypoint GADDO, to request a modest increase of the minimum altitude at waypoint DAHJR, and to request that air traffic controllers adhere to minimum altitude requirements.
- The Roundtable approved submitting a specific comment letter to the FAA regarding the revised SADDE8 conventional arrival procedure to express support for the 7,000'

minimum altitude requirement at SMO VOR and to inquire about the heading change, usage, and other elements of this procedure.

- The Roundtable approved submitting a specific comment letter to the FAA to obtain more information pertaining to the new RNAV arrival procedure, BAYST1, inquiring about the purpose and expected use of this procedure, altitude requirements over certain areas, and other factors.
- The Roundtable approved submitting a general comment letter to the FAA requesting that the agency share with the public the same information given to industry pertaining to flight procedures and work together as a partner to address Next Gen noise issues, specific problems associated with the north downwind arrival procedures, and other related matters.

All letters are to be copied to congressional representatives within the SoCal Metroplex areas.

8. Adjournment

Chairman Denny Schneider adjourned the special meeting at 4:37 pm PDT.