



LAX/COMMUNITY NOISE ROUNDTABLE

Revised Recap of the Regular Meeting of January 10, 2018

Roundtable Members Present

Blake LaMar, City of Palos Verdes Estates
Robert Nemeth, City of Rancho Palos Verdes
Jeff Camp, City of Los Angeles – Council District 10
Geoff Thompson, City of Los Angeles – Council District 11
Danna Cope, LAX Area Advisory Committee
Michael Salman, United Neighborhoods Neighborhood Council
Martin Rubin, North Westdale Neighborhood Association
Laurie Smith, Bluff Park Neighborhood Association
June Lehrman, City of Culver City
Jim Withrow, City of Inglewood
Polly Low, City of Rosemead
Bob Brager, City of Malibu
Kathryn Pantoja, LAWA

LAWA and Consultant Staff

René Spencer, LAWA
David Chan, LAWA
Steve Alverson, ESA
Karen Calderon, ESA

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Steve Alverson announced that with the absence of the Chair and Vice Chair, the Secretary would open the meeting and call for nominations of the Chair Pro Tem.

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

Kathryn Pantoja, representing LAWA in its role as Roundtable Secretary, called the meeting to order and called for nominations for the Chair Pro Tem. Member Salman made a motion to appoint Member Geoff Thompson as Chair Pro Tem for the January 10, 2018 Roundtable meeting. The motion was seconded by Member Lehrman and unanimously passed by the

Roundtable. Chair Pro Tem Thompson gave a quick summary of the Roundtable's role and responsibilities, its membership as well as LAWA's and the FAA's role in addressing aircraft noise issues.

3. Comments from the Public

Six residents from Culver City and West Adams expressed concerns about aircraft noise over their respective communities, specifically regarding minimum altitudes and aircraft speed on north arrival procedures, submission of noise comments through third party apps, and other noise issues.

Chair Pro Tem Thompson read a public comment on behalf of Ms. Jacqueline Hamilton from Karen Bass' office commenting on the modest improvement in aircraft altitudes for the month of September and expressed support for the work the Roundtable does.

4. Report from Ad Hoc Committee Meeting

Chair Pro Tem Thompson briefed members on the points discussed at the Ad Hoc Committee meeting held on December 4, 2017 in Congresswoman Bass' office. Points of discussion included:

- Data trends for the DAHJR and GADDO waypoints indicate a modest increase in aircraft altitudes in October and November 2017, but a decrease in aircraft altitudes in December 2017;
- A request for new data analysis at the BAYST, JUUSE, and JETSA waypoints;
- Actions taken since the last regular Roundtable meeting;
- The FAA's response to multiple Roundtable letters wherein FAA states it cannot comment on questions about procedures open for public comment due to its current litigation with Culver City;
- The FAA's recent publication of the SADDE EIGHT procedure demonstrates that this procedure is not related to the Culver City lawsuit and contradicts the FAA's stated reason for not being able to discuss it with the Roundtable; and
- The FAA reached a tentative settlement with Newport Beach announced January 9, 2018. The City of Newport Beach indicated it established a new positive working relationship with the FAA; meanwhile, the FAA maintains that it is still unable to work with the LAX Roundtable due to the Culver City lawsuit.

The Roundtable discussed the possibility of local jurisdictions and city attorneys bringing legal action against the FAA.

Mr. Alverson reminded Roundtable members that the FAA has participated at Roundtable meetings in the past and that the FAA is the agency that this group needs to work with to address noise issues, and added he just wanted to make sure that the Roundtable is not painting the FAA in too bad of a light. Roundtable members noted that they are trying to work with the FAA, but the FAA is refusing to work with the Roundtable.

Mr. Alverson also noted Terry Boyle, FAA Tower representative, cannot attend tonight's meeting and possibly future Roundtable meetings as the FAA is currently reevaluating its participation at Roundtables nationwide.

Member Salman made a motion authorizing the Roundtable Chair to write a letter as promptly as possible to Acting FAA Administrator Dan Elwell, FAA Regional Administrator Dennis Roberts, and copy congressional delegates and major municipal representatives, to elicit the FAA's response on the following points:

- The Roundtable has tried to engage the FAA through multiple letters and has received the same response stating that the FAA cannot comment on questions about procedures open for public comment because of its current litigation with Culver City.
- Discussions regarding the minimum altitude level issues at the DAHJR waypoint and five other procedures are not subjects of the FAA's lawsuit with Culver City, which the Roundtable believes has been demonstrated by the FAA's publication of the SADDE EIGHT procedure.
- While the FAA has declined to answer the Roundtable's questions, the opposite has occurred in Newport Beach, which used a more adversarial approach engaging the FAA through litigation.

The motion was seconded by Member Lehrman and unanimously passed by the Roundtable.

5. Review/Approve Roundtable Work Program

The Roundtable approved the updated Work Program document that included revisions to multiple items and the following key changes:

- Closed Work Program Item A.8 regarding arrivals outside regular approach paths (Short Turns)
- Added Work Program Item A.14 regarding aircraft not adhering to the 6,000 feet minimum altitudes at DAHJR and GADDO waypoints under the north downwind arrival procedures (HULLL, IRNMN, and RYDRR) with a level 10 priority.
- Added Work Program Item A.15 regarding aircraft noise affecting 360 at South Bay Community with a level 7 priority.

6. Work Program A13 – Analysis of Aircraft Flying over Long Beach – LAWA Staff

David Chan presented LAWA's analysis of LAX departure and arrival operations over Long Beach and changes in those operations since the implementation of the Southern California Metroplex project. He noted that after Metroplex implementation, the departure path of vectored aircraft shifted northwest in Long Beach and there was a decrease in aircraft vectoring, resulting in an overall decrease in Long Beach overflights. The aircraft altitudes remained unchanged for 2016 and 2017. Long Beach overflights by LAX arrivals have been sporadic averaging one overflight every two days.

Chair Pro Tem Thompson requested that the analysis be revised to include annual data for 2011 and 2012 and be considered for inclusion at a future Roundtable meeting.

7. Update on FAA Reauthorization Bill

Mr. Steve Alverson briefed the Roundtable on updates to the FAA Reauthorization Bill. He indicated Congress passed a temporary bill to continue FAA's funding authorization through March 31, 2018; however, there is no promise of a long-term authorization bill passing soon.

Members then discussed air traffic control privatization provision included in this bill and noted the disadvantages of privatization as it may make it more difficult in addressing aircraft noise issues.

John Erickson, LAWA legislative representative, advised the Roundtable that LAWA's position on ATC privatization is neutral and questioned whether the Roundtable should take a position on such legislation. Roundtable Facilitator Steve Alverson indicated that the Roundtable had taken positions on legislation in the past and typically included language noting that the Roundtable's position is not the official position of LAWA or the City of Los Angeles. In addition, LAWA can abstain from voting on the matter.

Member Salman stressed the importance of the Roundtable's autonomy.

Chair Pro Tem Thompson requested a draft letter be prepared for consideration at the March 14, 2018 regular Roundtable meeting stating the Roundtable's opposition to the proposed privatization of the FAA's air traffic control services as privatization would likely make it more difficult to address aviation noise issues.

8. Roundtable Member Discussion

Chair Pro Tem Thompson reminded the Roundtable that there will be an Ad Hoc Committee meeting on February 5, 2018 at Congress Member Karen Bass' office. The time is yet to be determined. He, along with Member Salman, also discussed creating a procedure to handle data requests from Roundtable members to LAWA staff and serving as intermediaries for such requests.

John Erickson mentioned that LAWA is hosting a meeting on January 24, 2018 with elected officials regarding FAA's SoCal Metroplex Project and extended the invitation to the Roundtable leadership. Note: The meeting has since been canceled.

David Chan noted that Runway 25R will close for approximately four months beginning January 20, 2018 for runway reconstruction. The southernmost runway, Runway 25L, and the north runway complex will experience increased operations as a result of this closure. This runway closure is not expected to impact Over Ocean Operations at night.

Member Salman noted that go-arounds fluctuate with an average of approximately 40 per month out of 9,000 operations based on LAWA's statistical update, suggesting that go-arounds are not a significant contributing factor and therefore do not explain the low altitudes of aircraft at the DAHJR waypoint.

9. Review of Roundtable Action Items

The Roundtable Facilitator reviewed formal actions taken, which are noted in this meeting recap.

10. Adjournment

David Chan noted that the next regular Roundtable meeting will be held in the Samuel Greenberg Boardroom at LAX on Wednesday, March 14, 2018 at 7 pm PST. Chair Pro Tem Thompson adjourned the meeting at 9:17 pm PST.