



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of November 14, 2018

Monterey Park City Hall - Council Chamber  
320 West Newmark Avenue  
Monterey Park, CA 91754

### **Roundtable Members Present**

Denny Schneider, Westchester Neighbors Association  
Robert Nemeth, City of Rancho Palos Verdes  
Roxanne Ferebee, City of Redondo Beach  
Geoff Thompson, City of Los Angeles – Council District 11  
Goran Eriksson, City of Culver City  
Teresa Real Sebastian, City of Monterey Park  
Jim Robilotta, 360 at South Bay Homeowners Association  
Kendrick Okuda, LAWA

### **FAA**

Clark Desing, FAA  
Dave Foyle, FAA

### **LAWA and Consultant Staff**

David Chan, LAWA  
Steven Alverson, ESA  
Karen Calderon, ESA

A quorum of the members was present.

### **1. Welcome/Review of the Meeting Format**

Roundtable Facilitator Steve Alverson welcomed the members, FAA representatives, and public and indicated his role was to ensure all participants stay on topic so that the meeting stays on schedule.

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

Chairman Schneider called the meeting to order. Mayor Peter Chan welcomed the Roundtable to Monterey Park. Mr. Alverson conducted a roll call of the Roundtable members.

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

Chairman Schneider called for public comments with two minutes allotted for each speaker. Ten residents from Monterey Park described how their neighborhoods are affected by frequent aircraft noise, particularly at early hours of the morning, even though their City is over 25 miles away from the airport. Residents indicated that the aircraft that fly over their neighborhoods are large and fly at low altitudes, which they believe is affecting their health. Some residents noted that this is due partly to the topography of the City, which has homes at higher elevations.

One resident thanked LAWA and the Roundtable for working with her and providing aircraft statistics for Monterey Park, but also indicated that the City has been working with the Roundtable for 20 years and has seen no progress.

Another resident suggested the FAA should arrange flight paths to more evenly disperse aircraft noise with other cities.

Residents also expressed concerns over air quality and property value impacts.

### **4. Update on New Statistical Report for Monterey Park overflights**

LAWA staff member David Chan briefed the Roundtable on Monterey Park overflights. Mr. Chan explained that during westerly operations, aircraft arriving from the north and west follow the FAA North Downwind Approach and typically make a turn at or just east of the 110 freeway to join the final approach path for landing at LAX. However, depending on weather and/or traffic volume, aircraft can be directed to fly further east on what is known as the Extended Downwind Approach, which can result in aircraft flying over Monterey Park and adjacent cities.

The monthly comparison shows that the number of aircraft flying over Monterey Park varies from month to month, but increases during the summer, especially during the “May Gray” and “June Gloom” periods when the marine layer obscures LAX. The overall number of Monterey Park overflights shows an upward trend in the past five years due to the increase in overall LAX aircraft operations as well as other factors, such as temporary runway closures and certain weather conditions. In October 2018, 30 percent of all North Downwind Arrivals flew over Monterey Park, most of them at altitudes between 2,100 and 4,000 feet mean sea level (MSL) and occurred during daytime hours.

A resident asked if the altitude for the overflights was based on topography or sea level, as many residences in Monterey Park are well above mean sea level. Mr. Chan noted the altitudes are reported in mean sea level.

Another resident commented that certain information from previous reports was omitted in the current report format and asked whether there would be an opportunity to provide feedback on the new report. Member Okuda indicated that LAWA is happy to receive feedback on the new report.

The resident also suggested that the altitude of the arrival procedures be raised to a minimum of 5,000 feet MSL over Monterey Park. Mr. Chan and the FAA representatives noted that, for safety, there are minimum aircraft separation standards that air traffic controllers have to follow including a three-mile horizontal separation and a 1,000-foot vertical separation. The two percent of overflights that were able to fly at altitudes of more than 5,000 feet MSL had to travel farther east passing Monterey Park to make the turn back to LAX.

Member Real Sebastian expressed frustration over how long it is taking for Metroplex to be fully implemented to ensure aircraft stay on their procedures. The FAA representatives noted that implementing satellite navigation through Metroplex is only the first step and other tools, such as the Terminal Sequencing and Spacing (TSAS) tool, are in development. The FAA noted that they appreciate hearing any feasible recommendations the Roundtable may suggest.

Member Eriksson requested that similar statistics be provided for Culver City. Member Okuda suggested that he and member Eriksson discuss the request offline.

## **5. Update on LAWA's Noise Complaint Management System**

Member Okuda briefed the Roundtable on LAWA's improvements to the LAX noise comment process. LAWA has been working to improve the noise comment management system to be more efficient and to create more flexible reporting and mapping options. These improvements will enable staff to identify trends and emerging noise issues, and provide better response times to residents. These updates will not change the ways that residents submit noise comments. He noted the updates to the noise comment management system are tentatively scheduled for December 3, 2018.

## **6. Report from LAX Metroplex/Wide Area Ad Hoc Committee**

The Chair of the Ad Hoc Committee, Member Thompson, briefed the Roundtable on altitude data trends for the DAHJR waypoint, the outcomes from Ad Hoc Committee's meetings with the FAA, and work being done to raise altitudes of North Downwind Arrivals through charted visual flight procedures (CVFPs). He noted that the October 2018 data for the DAHJR waypoint showed a slight increase in the percentage of flights flying at or below 5,700 feet MSL (representing the 6,000-foot minimum altitude at DAHJR with a +/- 300-foot variation). He noted that as of August 30, 2018, the FAA had agreed to assign a minimum altitude of 5,000 feet MSL at DAHJR for all North Downwind Arrivals between 1 AM and 5 AM. However, after additional discussions, the FAA agreed to increase the minimum altitude at DAHJR to 6,000 feet MSL beginning March 2019. The Ad Hoc Committee expressed its wishes to further expand those hours in the future from 1 AM to 5 AM to midnight to 6 AM.

Member Thompson also noted LAWA sent a letter to the FAA requesting they evaluate the feasibility of implementing new CVFPs at LAX that would help aircraft maintain minimum altitude requirements.

Member Real Sebastian expressed concerns over whether increasing the altitude at the DAHJR waypoint would increase the probability of aircraft following the Extended Downwind Approach over Monterey Park. Mr. Foyle of the FAA explained that depending on the situation, there is a possibility that aircraft may need to fly further east. Mr. Alverson noted that keeping aircraft higher at DAHJR will likely increase Monterey Park overflights. Member Okuda noted that it is the Roundtable's policy to not shift noise from one community to another and the letter LAWA sent to the FAA was a request to evaluate the impacts of implementing new CVFPs.

A resident of Monterey Park requested that the altitude of an aircraft at DAHJR be correlated with that aircraft's altitude over Monterey Park as it would indicate whether raising aircraft altitudes at DAHJR impacts Monterey Park Overflights. Member Thompson agreed to cross check altitude at the DAHJR waypoint with Monterey Park overflights for any potential impacts.

Member Real Sebastian requested that in the future, LAX Metroplex/Wide Area Ad Hoc Committee presentations be distributed to Roundtable members as handouts in advance of the meetings.

## **7. Report from Administrative Support Ad Hoc Committee**

The Chair of the Administrative Support Ad Hoc Committee, Member Eriksson, noted there was no update for this agenda item.

## **8. Discussion/Selection of Future Meeting Locations**

Mr. Alverson briefed the Roundtable on the logistical issues behind coordinating meeting locations. He noted that all meeting locations need to meet certain requirements and be vetted in advance using the meeting requirements handout that was provided to all Roundtable members. He recommended that the Roundtable alternate between using LAWA's meeting room at LAX and other locations as well as planning future alternative meeting locations at least four months in advance.

Chairman Schneider noted that the Roundtable meeting scheduled for January 9, 2019 will be held at LAX.

## **9. Work Program C3: Briefing on Key Aircraft Noise Provisions included in FAA Reauthorization Bill**

Mr. Alverson briefed the Roundtable on 14 aircraft noise-related provisions included in the FAA Reauthorization Bill, signed by President Trump on October 5, 2018, namely Sections 175, 176, 179 through 181, and 186 through 190 of the Bill. The noise provisions include the study of the potential benefits and costs of phasing out old aircraft, evaluating alternative noise metrics, updating noise exposure maps, requiring community involvement in new procedures and FAA NextGen projects, requiring an airport noise mitigation and safety study, assigning regional FAA ombudsmen to address aircraft noise issues, requiring the FAA to establish regulations for civil supersonic aircraft, and providing funds to airports for conducting pilot environmental mitigation programs. Mr. Alverson noted the Southern California region would be included in a study on potential health and economic impacts of aircraft overflight noise under Section 189. Member Schneider noted USC and UCLA also have health studies on the effect of aircraft noise for the LA area.

Member Real Sebastian mentioned the first hybrid airplane flown in London and noted she was surprised no money was set aside for in the FAA bill for research and development of hybrid aircraft. Member Thompson indicated LAWA was doing a lot of sustainability for LAX. Member Real Sebastian requested LAWA give a presentation to the Roundtable on its sustainability efforts at LAX.

## **10. Roundtable Member Discussion**

Chairman Schneider opened the floor for general Roundtable member discussion.

Member Eriksson provided a summary on his trip to Washington, DC for oral arguments on the City of Culver City vs. FAA lawsuit. He noted Culver City representatives met with a number of organizations and elected officials on the topic of aircraft noise. He noted Culver City was encouraged by the California Senators to seek support outside of the Los Angeles area and build coalitions with other regions or states experiencing the same aircraft noise issues.

Multiple Roundtable members thanked the FAA representatives Desing and Foyle for attending tonight's Roundtable meeting and committing to attend future meetings.

Member Robilotta requested that LAWA provide the Roundtable with a firm date for when the 360 at South Bay Community Noise Evaluation Report would be distributed to Roundtable members. Mr. Chan noted that LAWA is still finalizing the report at this time and should release it by the end of this year.

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

Mr. Alverson noted that no formal actions were taken at this meeting and reviewed the member requests, which are noted earlier in this meeting recap.

#### **12. Adjournment**

Mr. Chan noted that the next meeting is scheduled for January 9, 2019 and would take place at LAX. Chairman Schneider adjourned the meeting at 9:05 pm PST.