



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of March 13, 2019

Los Angeles International Airport  
Clifton A. Moore Administrative Building  
Samuel Greenberg Board Room  
1 World Way, Los Angeles, CA 90045

#### **Roundtable Members Present**

Denny Schneider, Westchester Neighbors Association  
Carl Jacobson, City of El Segundo  
Blake LaMar, City of Palos Verdes Estates  
Robert Nemeth, City of Rancho Palos Verdes  
Geoff Thompson, City of Los Angeles – Council District 11  
Danna Cope, LAX Area Advisory Committee  
Martin Rubin, North Westdale Neighborhood Association  
Goran Eriksson, City of Culver City  
Olivia Valentine, City of Hawthorne  
Jim Withrow, City of Inglewood  
Roxanne Ferebee, City of Redondo Beach  
Jacqueline Hamilton, U.S. House of Representatives – 37<sup>th</sup> District  
Jim Robilotta, 360 at South Bay Homeowners Association  
Stacy Armato, City of Hermosa Beach  
Brian Clark, Raintree Condominium & Townhouse Association  
Kendrick Okuda, LAWA

#### **FAA**

Raquel Girvin, FAA  
Tamara Swann, FAA  
Dave Foyle, FAA

#### **LAWA and Consultant Staff**

David Chan, LAWA  
Kathryn Pantoja, 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 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 and asked Roundtable members to introduce themselves. Members then proceeded with the Pledge of Allegiance.

Chairman Schneider welcomed Raquel Girvin, the recently appointed Regional Administrator for the FAA's Western-Pacific Region. Administrator Girvin thanked the Roundtable and LAWA staff for taking on the issue of noise, which can be challenging because it is the product of many factors. She expressed the FAA's commitment to supporting LAWA and the Roundtable, including providing expertise and attending the Roundtable meetings.

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

Three residents of Rancho Palos Verdes and Santa Monica Canyon commented on the frequency and increase of aircraft noise in their communities, citing aircraft overflights at low altitudes every few minutes, which have disrupted their sleep.

Jim Clark (former Councilmember of Culver City) encouraged the Roundtable members to approve the membership request from Raintree Condominium & Townhouse Association.

## **4. Consider/Approve Membership Request from Raintree HOA**

Brian Clark of Raintree Condominium & Townhouse Association provided more information on the noise issues that are affecting his area and his desire to be part of the Roundtable. Member Cope's motion to approve Raintree's membership request was seconded by Member Eriksson and the motion passed unanimously.

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

The Chair of the Metroplex/Wide Area Ad Hoc Committee, Member Thompson, briefed the Roundtable on altitude data trends for the DAHJR and GADDO waypoints. He noted that the monthly data from September 2018 to January 2019 for the DAHJR waypoint showed a similar 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, however, the February 2019 data showed an increase in flights flying at or below 5,000 feet. He indicated the Ad Hoc Committee is working with the FAA to determine the reason behind this increase.

The monthly data from September 2018 to February 2019 for the GADDO waypoint showed a greater percentage of flights flying at or below 5,700 feet MSL compared to DAHJR, because it is farther along the flight path.

The JUUSE and CLIFY waypoints, near the Santa Monica Canyon, have seen an increase in flight concentration after the implementation of Metroplex.

Member Thompson reminded Roundtable members that as of August 30, 2018, the FAA had agreed to assign a minimum altitude of 5,000 feet MSL at DAHJR to all North Downwind

Arrivals between 1 AM and 5 AM, and FAA agreed to increase the minimum altitude at DAHJR to 6,000 feet MSL beginning March 2019.

He also noted that the Roundtable recently sent a letter to the FAA to request more support and to determine the reason for aircraft flying below 6,000 ft. at the DAHJR waypoint during nighttime hours.

Members discussed the need for the FAA to implement the Terminal Sequencing and Spacing (TSAS) tool and asked the FAA where LAX was on the priority list. FAA representative Foyle noted that the TSAS tool was being tested in Denver and, following its results, the FAA would determine when and where it would be implemented.

The complete presentation related to "Reports from the LAX Metroplex/Wide Area Ad Hoc Committee" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

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

The Chair of the Administrative Support Ad Hoc Committee, Member Eriksson, noted the desire and benefits for the Roundtable to have an independent technical consultant to provide technical expertise on flight procedures to Roundtable members and to work with the FAA to reduce noise. In order to have the necessary funds to acquire this consultant, he suggested each city jurisdiction to contribute about \$1,000 to \$1,500 annually to the Roundtable as a starting point. Chairman Schneider noted that he will send a letter to each city jurisdiction requesting financial support for this purpose.

Mr. Alverson noted that the Roundtable is not a legal entity, so it does not have the ability to collect or manage funds. Member Eriksson indicated that he would be communicating with other noise groups to determine how to handle the receipt and exchange of funds.

## **7. Review/Approval of Roundtable Work Program**

Mr. Alverson provided a brief overview of the Roundtable Work Program, the process to update said document on an annual basis, and the proposed revisions for this year. The revised Work Program included the following suggested changes:

- (1) closing item A13 regarding jet aircraft flying over the City of Long Beach, since LAWA's analysis indicated an overall decrease in Long Beach overflights due to Metroplex implementation;
- (2) closing item B1 regarding Low Frequency Noise (LFN) since LFN is very difficult to mitigate;
- (3) closing item B4 regarding the review of single event noise metrics; and
- (4) implementing various other edits to update the Work Program.

Chairman Schneider suggested keeping item B4 open.

Member Rubin expressed disappointment in the fact that air quality issues were not included in the Work Program, but recognized that the Roundtable is focused on aircraft noise issues.

Member Thompson and Member Hamilton noted air quality studies were included as part of the FAA Reauthorization Act.

Member LaMar made a motion to close items A13 and B1, keep item B4 open, and approve the other edits to the Roundtable Work Program. The motion was seconded by Member Withrow and passed. Member Rubin abstained.

## **8. Consideration of sending a letter to FAA to follow up on the TSAS tool**

Chairman Schneider suggested that the Roundtable send a letter to the FAA regarding the implementation of the TSAS tool at LAX. Member Thompson made a motion for the Roundtable Chairman to send a letter to the FAA requesting LAX be prioritized in the implementation of the TSAS tool and for the FAA to present on how the tool works at a future Roundtable meeting. The motion was seconded by Member Eriksson and unanimously passed by the Roundtable.

## **9. Briefing on ACRP Research Report: Assessing Community Annoyance of Helicopter Noise**

Mr. Alverson briefed the Roundtable on the Airport Cooperative Research Program (ACRP) research project on assessing community annoyance of helicopter noise in the cities of Long Beach, Las Vegas, and Washington, D.C. He noted that the two helicopter routes the Roundtable had recommended in a previous letter were not selected. The study compiled a comprehensive literature review, site-specific noise measurements, noise modeling and telephone surveys of community members and found there is no compelling evidence that helicopter noise is more annoying than fixed-wing aircraft noise. Neither A-weighted nor C-weighted measurements were better at predicting helicopter noise annoyance and acoustic factors could not account for observed differences in helicopter noise annoyance. Additionally, there was no statistically significant difference between the rattling of houses and objects and annoyance due to helicopter noise levels alone.

Members discussed the purpose of this study and the importance of non-acoustic factors.

The complete presentation related to "ACRP Research Report: Assessing Community Annoyance of Helicopter Noise" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **10. Roundtable Member Discussion**

Member Rubin suggested that the Roundtable stay current on activities regarding supersonic aircraft.

Member Nemeth requested that the FAA look into jets that flew over the City of Rancho Palos Verdes.

Member Robilotta noted that the 360 at South Bay community submitted a letter to LAWA to express dissatisfaction with the 360 at South Bay Community Noise Evaluation Report and to request additional information. Member Okuda confirmed having received the letter and noted his staff was preparing a response.

Member Valentine announced the City of Hawthorne and surrounding cities have established a committee, similar to the Roundtable, to establish an interactive forum for noise and other issues for the Hawthorne Airport.

Mr. Alverson noted he will be facilitating the new Santa Clara/Santa Cruz Counties/Airport Community Roundtable and will share experiences on similar issues with the LAX Roundtable as appropriate.

Member Eriksson shared what he learned from the National League of Cities meeting in Washington D.C.

Members briefly discussed what they learned at the UC Davis Symposium.

Mr. Chan noted the next meeting would take place in the Samuel Greenberg Board Room at LAX at 6:30 pm on Wednesday, May 8, 2019.

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

Mr. Alverson reviewed the formal actions taken this meeting, which are noted earlier in this meeting recap.

#### **12. Adjournment**

Chairman Schneider adjourned the meeting at 8:24 pm PDT.