



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of November 18, 2020

In conformity with the Governor's Executive Order N-29-20 dated March 17, 2020 and due to concerns over COVID-19, the Roundtable meeting was conducted via video conference using the Web Ex platform.

Roundtable Members Present

Denny Schneider, Chair, Alliance for a Regional Solution to Airport Congestion
Jeff Moskin, 1st Vice Chair, Raintree Condo & Townhouse Association
Goran Eriksson, City of Culver City
Carl Jacobson, City of El Segundo
Stacey Armato, City of Hermosa Beach
Albizael Del Valle, City of Los Angeles – Council District 8
Jeff Camp, City of Los Angeles – Council District 10
Geoff Thompson, City of Los Angeles – Council District 11
Yvonne Yiu, City of Monterey Park
Robert Nemeth, City of Rancho Palos Verdes
Blake Lamar, City of Rancho Palos Verdes Estates
Jim Robilotta, Three Sixty at Southbay HOA
JoAnn Williams, United Homeowners Association
John Arnold, United Neighborhoods Neighborhood Council
Kathryn Pantoja, Los Angeles World Airports

FAA

Tamara Swann, Deputy Regional Administrator
Sky Laron, Community Engagement Officer
Ivan Gutierrez, Community Engagement Officer

Airlines

United Airlines – Alison Kehrler, Jon Russell, and Glenn Morse
Alaska Airlines – Lynae Craig
LOT Polish Airlines – Kathy Nowak

LAWA and Consultant Staff

David Chan, Secretary, LAWA
Esteban Moledo, Virtual Meeting Host, LAWA
Gene Reindel, Facilitator, HMMH
Mariano Sarrate, Scribe, HMMH

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Welcoming of the Roundtable membership and the public occurred at 1:30 pm. The meeting was conducted similar to in-person meetings with the Chair running the meeting with assistance from the Facilitator. The public was provided with a phone number to provide public comment. General public comment was invited as scheduled on agenda item 3.

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

The meeting was officially called to order at 1:40 pm with the Pledge of Allegiance. Roll call was taken and a quorum announced.

3. Comments from the Public

A resident expressed concerns about unlimited growth in air traffic without considering the effect on the ground. She inquired about the operations cap per year, and whether there is any consideration to consult with the community.

4. Presentation on LAX Airfield and Terminal Modernization Project

Evelyn Quintanilla, LAWA, presented the LAX Airfield and Terminal Modernization Project. The Draft Environmental Impact Report (EIR) for this project was released for public comment on October 29, 2020. The project entails airfield, roadway, and terminal improvements. Airfield improvements include Taxiway D extension to the west and Taxiway C improvement to allow enhanced management of airfield operations and access to new terminal facilities. Terminal improvements include two new structures: Concourse 0 to the east of existing Terminal 1 and Terminal 9 to the east of Sepulveda Blvd and south of Century Blvd. Landside improvements include reconfiguration of road traffic patterns and a station for the automated people mover at Terminal 9. The project will cost \$6 billion and will start in 2021. The expected completion date is 2028.

Tony Skidmore, LAWA consultant, discussed the CEQA process related to this project. Environmental concerns, their respective significant impacts, and significant impacts with mitigation were identified. Mitigation measures include construction noise abatement, greenhouse gas emission limits, and improved roadway traffic management during the construction process.

During Roundtable member discussion, the members expressed concerns with airport growth and the noise resulting from increased number of aircraft operations. LAWA responded to note that the Project was not intended for increased growth in operations, but to better accommodate the anticipated growth that would occur with or without the Project, and to improve the customer experience at LAX.

Some members also expressed concerns with increased ground noise from additional planes parking at the new Concourse 0 and Terminal 9 facilities that may affect neighboring communities such as the 360 at South Bay community and others.

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

Metroplex Ad Hoc Chair, Geoff Thompson, provided an update on the altitude trends for the DAHJR and GADDO waypoints located along the north downwind arrival route into LAX and the Committee's efforts in working with the FAA to keep aircraft at or above the minimum altitude for DAHJR, specifically between 1:00 and 5:00 am. There has been no significant change since the last Roundtable meeting. The Quiet Skies LA Option B report to the full Roundtable was not ready, so no action was required by the Roundtable on this Agenda Item.

6. Briefing on COVID-19 Impacts on Airport Noise, Operations, and Complaints

The Facilitator introduced Irene Ramirez, HMMH consultant, to present the effects of COVID-19 on operations, noise, and complaints at LAX and other airports. Research questions were focused over two time frames: pre-pandemic and during the pandemic. Raw data for the analysis was acquired from the Noise and Operations Monitoring Systems (NOMS) for several airports including LAX. The NOMS data includes complaint and operation counts, and decibel readings from noise monitoring terminals. Statistical trends during the pandemic include: a dramatic decrease in larger airport (like LAX) operations, slight decreases in averaged NMT decibel values, and moderate decreases in noise complaints.

Roundtable Member, Jeff Camp, proposed to the Roundtable an agenda item for the next Roundtable meeting to discuss placing noise monitors at or around the DAHJR and GADDO waypoints. LAWA subsequently addressed this item during Member Discussion.

The Chair asked about the relation of operations with CNEL values. The Facilitator described the halving of total operations should result in a 3 dB decrease in CNEL, which is somewhat consistent with the calculated 2.5 dB decrease presented in this analysis.

Geoff Thompson requested LAWA to perform an analysis on the complaint data to determine if there is a change in the location of residents submitting complaints. LAWA noted that complaint information is available on LAWA's website and the LAX Noise Portal contains new interactive reports with a heat map showing the general location of residents who filed complaints.

7. Roundtable Member Discussion

Robert Nemeth expressed that complaints are rising in his jurisdiction due to the aircraft training activity occurring offshore. After some research, Robert determined that these aircraft are not associated with LAX. Therefore, this is not an issue for the Roundtable to address. Robert plans to address this issue by other means.

Kathryn Pantoja provided an update on the replacement of the Noise and Operations Monitoring System (NOMS) for LAX and Van Nuys Airport. LAWA advertised the request for proposals (RFP) on Sept 17, 2020. LAWA received three proposals and is in the process of reviewing them. LAWA expects to conduct interviews in early December and expects to award the contract in March/April of 2021. The replacement NOMS will include web based applications, new noise monitors, and software that LAWA staff use to query data and perform other aircraft noise-related functions. The new system should

be installed within one year and will run in parallel to the existing system for a portion of that time to validate data and to ensure a smooth transition. When asked whether more monitors would be added to the system, Kathryn noted that LAWA is looking to reduce permanent monitors well outside the 65 CNEL contour to minimize costs. She suggested that portable noise monitors would be better suited for monitoring applications outside of the 65 CNEL contour instead of permanent monitors that incur ongoing maintenance costs.

Carl Jacobson agreed that portable noise monitors would be a good option to evaluate noise when needed.

Jim Clarke asked about the impact of the reintroduction of the 737 MAX at LAX. The Facilitator stated that noisier and older aircraft could be retired sooner with the re-introduction of the new quieter 737 MAX aircraft. The FAA is the only agency to have approved the aircraft's usage whereas international agencies have not adopted the same policy. Jon Russell from United also provided additional information on this subject from the airline perspective.

Carl Jacobson requested an agenda item to discuss the proposed new terminals under the LAX Airfield and Terminal Modernization Project. LAWA indicated that this Project includes a public meeting on Dec 1, 2020 where Roundtable members and the public may participate and ask questions pertaining to the project, and noted that this is the more suitable venue for further discussion relating to this item.

8. Review of Roundtable Action Items

No formal action taken. Roundtable Facilitator reviewed the informal actions requested.

9. Adjournment

The meeting was adjourned at 3:56 pm. The next meeting is scheduled for Wednesday, January 20, 2021 at 1:30 p.m.