



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of May 8, 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, Alliance for a Regional Solution to Airport Congestion  
Carl Jacobson, City of El Segundo  
Blake LaMar, City of Palos Verdes Estates  
Robert Nemeth, City of Rancho Palos Verdes  
Albizaël 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  
Danna Cope, LAX Area Advisory Committee  
JoAnn Williams, United Homeowners Association  
Gavin Abercrombie, United Neighborhoods Neighborhood Council  
Jim B. Clark, City of Culver City  
Ron Bow, City of Monterey Park  
Olivia Valentine, City of Hawthorne  
Jim Withrow, City of Inglewood  
Stacy Armato, City of Hermosa Beach  
Jacqueline Hamilton, U.S. House of Representatives – 37<sup>th</sup> District  
Jim Reed, 360 at South Bay Homeowners Association  
Brian Clark, Raintree HOA - Condominium & Townhouse Association  
Kendrick Okuda, LAWA

#### **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.

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

A resident from Woodland Hills commented on the increase in the frequency of aircraft noise events in her community, citing aircraft overflights at low altitudes every few minutes.

A community member expressed frustration with aircraft not abiding by the 6,000-foot minimum altitude levels at the GADDO waypoint and informed the FAA of the community's upcoming meeting with their mayor.

## **4. Consider/Approve Membership Request from Alliance for a Regional Solution to Airport Congestion (ARSAC)**

Roundtable Executive Secretary, Mr. David Chan, asked the Roundtable to consider accepting the Alliance for a Regional Solution to Airport Congestion's (ARSAC) membership request as an at-large member of the Roundtable, with Denny Schneider as the representative and Robert Ackerman as the alternate. Member Cope's motion to approve the ARSAC membership request was seconded by Member Okuda and approved unanimously by the Roundtable.

## **5. Air Traffic 101**

FAA representative, Mr. Dave Foyle, briefed the Roundtable on the basics of air traffic control including a step-by-step description of the air traffic control/pilot communications during different phases of flight. He also gave an overview of the air traffic in Southern California, the national airspace system, the air route traffic control centers, the effects of weather on flights, typical traffic flows, and the typical runway configurations for LAX.

Roundtable members asked questions regarding the number of air traffic controllers focusing on noise, over-ocean operations, and the direction of air traffic. Mr. Foyle noted that although there are no air traffic controllers that focus on noise, the FAA has other staff, including himself, which focus on noise issues. He noted the FAA is in the process of hiring a noise designee for the Western Pacific region. Mr. Foyle also noted that Over-Ocean Operations are used during the most noise-sensitive nighttime hours.

The complete presentation related to "Air Traffic 101" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **6. ATC Efforts on DAHJR Compliance**

Mr. Dave Foyle briefed the Roundtable on the FAA's efforts and challenges it is experiencing with requiring Southern California TRACON controllers navigating aircraft over the DAHJR waypoint at or above 6,000 feet MSL between 1 and 5 AM. He noted that one of the main

challenges is that not every plane is equipped or has the flight crew trained to fly the Required Navigation Performance (RNP) procedure and indicated that the airport could assist with this issue by reaching out to the individual airlines. Mr. Chan noted that the Roundtable had reached out to the airlines in the past regarding this matter, but received only a few responses. Of those airlines that responded, they indicated that they are capable of flying RNP procedures.

Member Camp made a motion for the Roundtable to send a letter to the airlines to reiterate the Roundtable's request for airlines to equip their aircraft and certify their pilots to fly RNP approaches at LAX, and to follow up on the previous Roundtable request to assess the airlines' progress on RNP capability. The motion was seconded by Member Bow and unanimously passed by the Roundtable.

Member Hamilton asked if the FAA could identify which airlines needed to upgrade their equipment and train their staff so that pressure could be targeted to those specific airlines. Mr. Foyle said he would see who in the FAA has that information and bring it back to the Roundtable.

Member LaMar suggested that the FAA should consider including identification on the radar screens to indicate which aircraft and crews are certified to fly RNP approaches at LAX, so that air traffic controllers will know in advance which aircraft can fly the RNP approach on the North Downwind Arrival.

The complete presentation related to "ATC Efforts on DAHJR Compliance" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

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

The Chair of the Metroplex 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 March 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 March and April 2019 data showed a decrease of flights flying at or below 5,000 feet MSL reflecting the FAA's commitment in assigning a minimum altitude of 6,000 feet MSL at DAHJR to all North Downwind Arrivals between 1 AM and 5 AM during Westerly Operations. The monthly data from September 2018 to March 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 arrival flight path.

Member Thompson also noted that he had received a proposal from CA Quiet Skies to increase the altitude at the GADDO waypoint to 10,000 feet MSL. He indicated that increasing the altitude at GADDO to 10,000 feet MSL would increase noise in communities east of Culver City including Monterey Park and other areas. He noted that the Roundtable has a commitment within its Bylaws to not shift noise from one community to another. Therefore, he noted that as a preliminary response, the Roundtable cannot take action on this proposal at this time. He added that he is open to continue the dialogue with CA Quiet Skies regarding this issue.

On a separate note, he recommended that the Roundtable approve sending a letter to the FAA requesting moving the JUUSE waypoint farther offshore as a way to reduce noise for coastal communities located near this waypoint. He noted that the JUUSE waypoint is located

offshore and that the proposal to relocate this waypoint would not shift noise from one community to another.

Member Thompson made a motion for the Roundtable Chair to send a letter to the FAA, requesting it move the JUUSE waypoint farther south. The motion was seconded by Member Camp and was passed unanimously by the Roundtable.

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

## **8. Report from By-laws Ad Hoc Committee**

Vice-Chair Jacobson informed the Roundtable of the work performed by the By-laws Ad Hoc Committee to recommend amendments to the By-laws to clarify definitions, create a second Vice-Chair position, strengthen membership attendance and quorum criteria, and include editorial changes.

Members discussed the proposed changes to the By-laws and suggested some additional edits for clarification. Member Jacobson made a motion to approve the proposed changes to the By-laws as recommended by the By-laws Ad Hoc Committee and as amended by the Roundtable members during the meeting. The motion was seconded by Member Valentine, and was unanimously passed by the Roundtable.

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

Member Clark noted that the Chair of the Administrative Support Ad Hoc Committee, Member Eriksson, was working to see how the Roundtable can handle the receipt and exchange of funds to contract with its own consultant to provide technical expertise.

## **10. Briefing on UC Davis Noise Symposium**

Chairman Schneider and Member Withrow briefly discussed some of the topics that were covered at the UC Davis Noise Symposium and provided a summary for the members to reference. Member Camp requested an electronic copy of the summary be distributed to members.

## **11. Roundtable Member Discussion**

Member Nemeth noted that overflights of the Palos Verdes Peninsula have been increasing in recent months.

Member Reed inquired about the letter that the 360 at South Bay HOA submitted to LAWA regarding the noise study. Member Okuda indicated that LAWA plans to provide a response in about 2 weeks.

Mr. Alverson noted that there will likely be an increase in extended north downwind overflights due to poor visibility resulting from the typical May and June weather in the Los Angeles Basin known as the "May Gray" and "June Gloom." Mr. Alverson noted that when pilots cannot see the airport and/or other aircraft, they must follow Air Traffic Control's instructions, which may cause aircraft to travel farther east on the north downwind and fly over Monterey Park and areas east of there.

Member Camp requested that LAWA send an email to affected jurisdictions east of the airport, notifying them of potential extended north downwind overflights due to poor visibility resulting from the typical May and June weather in the Los Angeles Basin. Member Okuda indicated that he will work together with Mr. Camp to look into this item.

Mr. Chan noted the next meeting would take place in the Samuel Greenberg Board Room at LAX at 6:30 pm on Wednesday, July 10, 2019.

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

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

## **13. Adjournment**

Chairman Schneider adjourned the meeting at 8:43 pm PDT.