



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 14, 2010

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, Councilman, City of El Segundo
Domingo Orosco, Representing Councilman Bernard Parks
Erin Stennis, Representing L.A. County 2nd District Supervisor Mark Ridley-Thomas
Blake LaMar, Representing the City of Palos Verdes Estates
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Dorothy Harris, Ladera Heights Civic Association
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Joann Williams, United Homeowners Association
Amy Ho, Monterey Park
Rolan Morel, FAA LAX Air Traffic Control Tower
Michael Feldman, LAWA
Scott Tatro, LAWA
Kathryn Pantoja, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:05 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Election of Roundtable Officers

Member Danna Cope indicated this is a regular election of Roundtable Officers for a two-year term. The special election that was held in January of this year was done due to the passing of John McTaggart. The Roundtable received two nominations: Mr. Denny Schneider for Chair and Councilman Carl Jacobson for Vice Chair.

Member Cope proceeded to ask for additional nominations for Chair. Hearing none, Member Blake Lamar moved to elect Mr. Schneider as the Chair. Member Domingo Orosco seconded the motion. Mr. Schneider was elected by unanimous vote to fill the Chair position for a two-year term.

Member Cope proceeded to ask for additional nominations for Vice Chair. Hearing none, Member Blake Lamar moved to elect Councilman Jacobson as the Vice Chair. Member Domingo Orosco

seconded the motion. Councilman Jacobson was elected by unanimous vote to fill the Vice Chair position for a two-year term.

3. Update on the RFP Process for Roundtable Facilitator Position

Mr. David Chan reported that the current contract with Harris Miller Miller & Hanson Inc. (HMMH) to provide Roundtable facilitation services expires at the end of November 2010. The Request for Proposals (RFP) was recently approved by LAWA management and the City Attorney and was subsequently posted on the Los Angeles Business Assistance Virtual Network (LABAVN) at www.labavn.org to solicit potential firms for 30 days. After the closing of the solicitation, LAWA expects to receive several proposals for its consideration and will begin its evaluation process. Lastly, LAWA will recommend to the BOAC the best qualified firm for contract award. To reduce costs for facilitation services, LAWA removed the noise analysis task from the RFP, but left the rest of the facilitator's duties intact. LAWA expects to have a new contract in place by the end of calendar year 2010.

Member Cope wanted to know how many meetings are assumed in the RFP. Mr. Chan responded that six meetings per year are assumed with the allowance for additional meetings as needed. Member Beverly Ackerson asked if the Roundtable can have input in the selection process. Chairman Schneider responded "no." Mr. Michael Feldman, LAWA Deputy Executive Director of Facilities Management Group, stated that the City procurement rules do not allow non-City personnel to have a role in the selection process. He further indicated that if the Roundtable has concerns over this process, it must take its concerns to the BOAC at the meeting where the approval of the consultant selection will take place. The Roundtable can also express those concerns to LAWA staff prior to the BOAC meeting.

4. Work Program Items

Item I C. Departures on Runway 25L

Ms. Kathryn Pantoja began the discussion by summarizing a recent meeting, organized by the City of El Segundo, with the FAA Air Traffic Control Tower personnel, El Segundo representatives, and LAWA staff that discussed the issue of aircraft departing on runway 25L. She added that prior to this meeting, LAWA had completed additional analysis that looked at a number of days when runway 25R was closed and days when it was not closed to determine the cause for aircraft to depart on runway 25L during nighttime hours. The results showed nearly all 25L departures at night occurred during the closures of 25R. There were hardly any departures on 25L that occurred when 25R was open at night.

Vice Chairman Jacobson commented that the meeting had "fruitful" discussion and good understandings of the issues. He added that he was surprised with the results of the analysis and that it was good for the citizens of El Segundo to see the results.

Mr. David Chan shared the results of the analysis with the Roundtable, which reinforced Ms. Pantoja's earlier comments.

Mr. Chan also mentioned that El Segundo did ask LAWA to look into the possibility of minimizing the closures on 25R as a way to reduce the number of 25L departures during nighttime hours. Mr. Chan indicated that he talked to Mike Corlett, who is one of the senior Superintendent of Operations at LAX, regarding this matter. Mr. Corlett told Mr. Chan that closures on 25R are already minimized due to the following:

- Runway 25R is scheduled to close at 2 AM instead of the normal closure time of 12 AM to accommodate the high usage on 25R during 12 AM to 2 AM from international carriers with heavy aircraft. Heavy aircraft need to use 25R because of the runway length. This reduces total closure time on 25R as it is closed for a maximum of four hours instead of the maximum six hours on the other three runways.
- LAWA will usually consolidate all maintenance work that needs to be done during a planned closure. For instance, several tasks, such as painting runway lines, repairing concrete and removing rubber, are scheduled to be done at the same time while the runway is closed to minimize the frequency of closure and the total time of closure.
- LAWA will not keep the runway closed longer than necessary. Once the maintenance crew indicates that the work is done, Airfield Operations staff will open the runway at that point. In some cases, the runway will need to be inspected before it can be re-opened.

Mr. Chan said that based on the efforts that have already been done to minimize 25R closure, there is not much more that can be done to further reduce 25R closure to prevent 25L departures during the nighttime hours. He also said that the FAA Tower does not like runways being closed.

Chairman Schneider stated that it was good to understand that LAWA and the FAA try to minimize runway closures at the airport and that neither of them want to operate any longer than absolutely necessary with a closed runway.

Item V A. Briefing on A380 Noise Impacts

Mr. David Chan indicated that at the previous meeting, LAWA recommended the Roundtable close this work program item as LAWA believes it has fulfilled the work item requirements. The Roundtable requested LAWA to provide a summary of the noise information on the A380 prior to deciding to close the item.

At this meeting, Mr. Chan presented the noise comparison analysis information for the A380 and the B747. The results show that in all comparison scenarios, the A380 is heavier and is able to produce lower noise levels than the B747. Member Cope stated that the noise levels from the A380 are comparable to the B747 and are noticeable in the community.

The presentation included a graphic showing east departure flight tracks for both aircraft to indicate that there is no difference with the flight patterns of the A380 and other commercial aircraft. During the timeframe from October 2008 to June 2010, there were a total of eight A380 east departures, all of which occurred during Easterly Operations with the exception of one that occurred during Westerly Operations. The Roundtable members were concerned over this one operation since it turned south earlier than the other aircraft shown. Ms. Pantoja stated that during Westerly Operations, it is typical for an aircraft to turn earlier to avoid arrival traffic coming in from the east. Member Cope also stated her concern with the aircraft that shifted toward north upon departure during Easterly Operations. Mr. Scott Tatro reminded the Roundtable that it is normal for the aircraft on the north complex to turn north 15 degrees after takeoff during Easterly Operations to maintain separation from aircraft departing from the south complex.

Per the recommendation to close this work item, Chairman Schneider closed the Work Program Item V A. - Briefing on A380 Noise Impacts.

5. Work Program Prioritization

Mr. Reindel recommended the Roundtable consider prioritizing the Work Program items at this time in order for LAWA and the Roundtable to determine those items to address in upcoming

meetings and where to place their immediate attentions. The Work Program items are arranged in three categories: Category A – Aircraft Operations, Category B – Noise Monitoring and Reporting, and Category C – Noise and Aviation Information. At the meeting, Mr. Reindel asked each member to select the top 5 (of 10) Work Program items related to aircraft operations and the top 2 (of 4) related to noise monitoring and reporting. Items in Category C do not need prioritization as those will be covered on an on-going basis. The results were then tallied to determine the prioritization. Mr. Reindel noted that this prioritization is not intended to be static and can be changed as needed. The tables below summarize the results in order from the highest to lowest priority for each of the two categories.

Category A – Aircraft Operations

Priority	Item #	Description	Votes
1	III C.	FAA Southern California Airspace Redesign Project	7 Ackerson, Cope, Ho, Jacobson LaMar, Schneider and Unknown2
2	II A.	East Departures Between Midnight and 6:30 a.m. during Over-Ocean Ops or West Ops	6 Ackerson, Ho, LaMar, Schneider Williams, and Unknown
2	II B.	Early Turn of Aircraft Departing to the West	6 Ackerson, Jacobson, Schneider Williams, Unknown, and Unknown2
2	III B.	Missed Approaches/Go-Arounds	6 Ackerson, Cope, Ho, Jacobson Orosco, and Schneider
3	II E.	Easterly Departures From Northern Runways Turning North	5 Cope, LaMar, Orosco, Schneider and Unknown2
4	II D.	Improperly Flown LOOP Departures	4 Cope, Ho, LaMar, and Orosco
4	III A.	Extended Downwind Approach	4 Ho, Orosco, Williams, and Unknown
5	III D.	Aircraft Arrivals Outside Regular Approach Paths	3 Cope, Orosco, and Williams
6	I C.	Departures on Runway 25L	2 Jacobson and Unknown2
6	II C.	Turboprop Community Overflights	2 LaMar and Unknown2

Category B – Noise Monitoring and Reporting

Priority	Item #	Description	Votes
1	I A.	Low Frequency Noise	7 Ackerson, Jacobson, LaMar, Orosco Williams, Unknown and Unknown2
2	IV A.	Evaluate the 60 dB CNEL Noise Contour for Eligibility for Sound Insulation	5 Ho, Jacobson, Orosco, Williams and Unknown2
3	I B.	Ground Run-ups During Restricted Hours (2300 to 0600 hrs)	4 Ackerson, Cope, Schneider and Unknown
3	IV B.	Review Use of Single Event Noise Metrics	4 Cope, Ho, LaMar, and Schneider

6. Aviation Noise News Update

The following is a summary of the news update that Mr. Reindel provided to the Roundtable.

FAA Reauthorization Bill - Congress passed a bill to extend the FAA's operating authority through August 1, 2010. This is the 14th extension since the last full authorization expired in 2007. There are many elements included in the proposed Reauthorization Bill, including research for quieter aircraft technologies and airspace redesign projects.

Mr. Reindel recommended the Roundtable write a letter to the congressional and senatorial representatives urging them to pass the FAA Reauthorization Bill in a timely manner. Member Blake LaMar moved to accept Mr. Reindel's recommendation. Member Dorothy Harris seconded the motion. The motion passed by a unanimous vote.

Ground Noise Modeling - Study finds the weakness in modeling taxi noise at airports is the source noise data.

Pratt & Whitney Engine Technology - Pratt & Whitney is testing its new engine called PurePower. Early testing results indicated a 50% noise reduction. Boeing and Airbus are considering whether to offer re-engine kits on their B737 and A320 aircraft, respectively.

Automatic Dependent Surveillance-Broadcast (ADS-B) - FAA issued a final rule requiring airlines to have their aircraft equipped with ADS-B technology by 2020. ADS-B technology will enable the FAA and aircraft operators to convert from a ground-based navigation system to a satellite-based navigation system. This ruling is seen as a major milestone for the implementation of NextGen.

Santa Monica Airport - The City of Santa Monica requested the FAA to complete a full Environmental Impact Statement on the proposed departure procedure change at Santa Monica Airport. Also the California Assembly passes a resolution asking the federal government to collaborate on noise and emission issues at Santa Monica Airport.

Bob Hope Airport – The Burbank-Glendale-Pasadena Airport Authority asked airlines to enter a contractual agreement to make the voluntary curfew binding. The airlines disagreed to do so as it may set national precedence.

Continuous Lower Energy, Emissions and Noise (CLEEN) Program - FAA awarded \$125 million in new contracts with GE Aviation, Honeywell, Pratt & Whitney, Boeing and Rolls Royce to develop aircraft and engine technologies that reduce noise and emissions and improve fuel burn.

Hillsboro's Avigation Easements Unconstitutional – Hillsboro Airport's new ordinance requires property owners within 6,000 feet of the airport to provide Hillsboro with avigation easements without compensation. On June 30, 2010, the Oregon Land Use Board of Appeals ruled that this requirement is unconstitutional.

Airport Noise Restrictions - The number one priority of the U.S. in negotiating the "Second Stage" Aviation Open Skies Agreement with the European Union (EU) was to get the EU to accept limits on its imposition of airport noise restrictions. The EU agreed to conduct a cost/benefit analysis, but did not agree to federalizing approval of local airport noise restrictions.

Airport Cooperative Research Program (ACRP) - ACRP approved the following noise-related projects for FY10:

- Guidelines for Airport Sound Insulation Programs (02-24);

- Assessing Aircraft Noise Conditions Affecting Student Learning (02-26); and
- Aircraft Taxi Noise Database for Airport Noise Modeling (02-27)

ACRP has the following noise-related problem statements to review for possible FY11 projects:

- Multimodal Transportation Environmental Analysis Tool;
- Updating the Schultz Curve to 2012;
- Assessment of Longevity,
- Effectiveness and Maintenance of Acoustical Products Used in Residential Sound Insulation Programs;
- Development of an Aircraft Noise Complaint Handling System;
- Understanding noise-induced sleep disturbance in managing aircraft noise and improving public perception;
- Predicting Community Reactions to Changed Aircraft Operations; and
- New Techniques for Airport Noise Problem-Solving

Mr. Reindel recommended the Roundtable consider writing and sending a letter to the ACRP Oversight Committee (AOC) to urge the AOC to consider those problem statements from the above list that are of most interest to the Roundtable. After some discussion, the Roundtable decided to include four problem statements in the letter. These are the ones that are underlined and italicized.

7. Roundtable Member Discussion

Mr. Chan mentioned that Chairman Schneider had requested that LAWA provide a newsletter for the members to stay informed of aviation noise issues. Mr. Chan informed the Roundtable that LAWA has subscribed to the popular newsletter called Airport Noise Report (ANR) and had distributed issues of the newsletter to the members with prior approval. Several members mentioned that the ANR is a great newsletter and that they enjoyed reading it. Mr. Chan will distribute the newsletter to the members on a weekly basis.

Member Joann Williams stated that she is unable to address questions from her community members and would like some assistance to better respond to community complaints. Member LaMar suggested Member Williams begin collecting specifics on noise complaints including date and time of the incident, location, and other essential information. Mr. Tatro agreed that specifics are important. Based on the location, Mr. Tatro wondered if the complaints are about noise from aircraft ground operations (start of takeoff roll or thrust reversers on arrival) at the airport. He added that some days it is audible in the Windsor Hills area while other days it is much less audible. Member Beverly Ackerson stated that at times residents can hear the noise, but they don't complain. Member Cope added that sometimes she can hear the freeway noise when the ambient noise is low at night.

Member Domingo Orosco commented that Councilman Bernard Parks believes the noise contour map for sound insulation eligibility is out of date and wondered if it is possible to get an updated contour map. He also wondered if there is a map showing the low frequency noise levels. LAWA staff suggested Member Orosco meet with LAWA to discuss these concerns.

Member Cope requested an update on the Continuous Descent Approach (CDA) at LAX. She indicated that she does not notice any noise reduction from aircraft utilizing this procedure. LAWA staff indicated that the benefit of CDA is realized in areas farther out from the airport. CDA is utilized for arrivals that come from the east but not from the north that pass through the SMO VOR.

Chairman Schneider made the following requests of LAWA staff:

- Information on addressing the re-estimating of the “ramping up” of operations and what the re-estimate means in terms of noise and frequency of operations for the community
- Update on the LAX Part 161 Study
- LAWA and FAA to determine what more can be done to consistently use the preferred runways at LAX
- Update on the Roundtable’s request to require airlines to fill out a form each time they depart east during over ocean operations at night

8. Adjournment

Due to the second Wednesday in September falling on the beginning of Rosh Hashanah at sundown, the September 2010 meeting of the Roundtable will be determined via email discussion led by Chairman Schneider. The September meeting of the Roundtable will be held in the Samuel Greenberg Boardroom at LAX.

Chairman Schneider adjourned the July meeting of the Roundtable at 9:06 p.m.