



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 10, 2013

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Matt Waters, Staff, City of Rancho Palos Verdes
John Bailey, Southeast Torrance Homeowners' Association
Martin Rubin, North Westdale Neighborhood Association
Rolan Morel, Federal Aviation Administration
Scott Tatro, LAWA

LAWA, Airline, and Consultant Staff

Kathryn Pantoja, LAWA
David Chan, LAWA
Dan Delane, FedEx
Steve Alverson, Roundtable Facilitator

Guest Speaker

Steve Pinkerton, Federal Aviation Administration

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Steve Alverson welcomed everyone to the meeting and reviewed the meeting format. Mr. Alverson indicated that the Roundtable meetings are facilitated in order to stay on topic and on schedule. He noted that the microphones and the two TV panel screens are not available tonight as LAWA IT is in the process of upgrading the equipment. He asked Roundtable Members to speak up so that they could be heard.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:05 pm PDT in the Samuel Greenberg Boardroom at LAX. He noted that several members were out sick including members Cope and Ackerson.

3. Comments from the Public

There were no people wishing to make public comments.

4. Update on LAX Oceanic Tailored Arrivals

Steve Pinkerton, a representative from the FAA Oceanic and Offshore Operations Group in Washington, D.C., provided an update on Oceanic Tailored Arrivals (OTAs) into LAX. He began by reviewing the different types of arrival procedures ranging from Standard Terminal Arrival Routes (STARs), to Continuous Descent Operations (CDOs), and Optimized Profile Descents (OPDs). He then focused on discussing Tailored Arrivals. Mr. Pinkerton explained that Tailored Arrivals are dynamic, non-published approach procedures. When requested by a pilot, each aircraft is electronically sent an arrival profile tailored to that specific aircraft type, weather conditions, air traffic conditions, etc.

He added that aircraft equipage and airspace design are the primary roadblocks to fully implement Tailored Arrivals. He further stated that as more aircraft are equipped with the required navigational equipment and airspace conflicts are removed, the greater the number of arrivals that will be able to fly this procedure.

Mr. Pinkerton reviewed some of the use statistics for the Catalina 1 OTA into LAX. He stated that from November 2011 through August 2012 an average of approximately 30 aircraft per month used the Catalina 1 OTA. Then from September 2012 to January 2013, use of the Catalina 1 OTA dropped to zero as pilots chose to fly the BUFIE STAR instead of the Catalina 1 OTA. The reduction in use of the OTA was coincident with the implementation of the BUFIE STAR, which is more easily flyable by a wider range of aircraft than the OTA due to aircraft equipage. The usage of the OTA has since been improving as FAA has been actively encouraging those aircraft capable of flying the OTA to fly it instead of the STAR.

Mr. Pinkerton showed several graphics comparing the differences in noise exposure between a non-tailored arrival, a partial tailored arrival, and a full tailored arrival, which showed the greatest benefit. Mr. Pinkerton also reviewed the fuel savings and greenhouse gas emissions reductions for aircraft flying Tailored Arrivals and OPDs, indicating that the full tailored arrival reduces more than 350 gallons of fuel per flight and 2,718,630 pounds of CO₂ per year.

He indicated that the Tailored Arrival project is tied to the Southern California Optimization of Airspace and Procedures in the Metroplex (OAPM) process and that the OAPM is restarting after a brief pause caused by the federal sequestration.

Member Lamar asked if FAA had any plans to have aircraft arriving from the east during over-ocean operations to fly a tailored arrival. Mr. Pinkerton said that the westbound departures could create some issues, but it is something the FAA can look at.

Member Rubin asked if FAA was planning on improving departure flows as it seems as though the fuel and emissions benefits gained from optimizing arrivals are lost by aircraft sitting in the departure queue waiting to take off. Mr. Pinkerton said that OAPM process is looking at departures, but airlines are scheduling many of their departing flights at exactly the same time making it a difficult issue to address. Member Lamar suggested using gate holds. Mr. Pinkerton said gate holds are used, but for other factors.

Chairman Schneider suggested that dynamic Tailored Arrivals would be more efficient than static Tailored Arrivals and asked why the FAA doesn't just use dynamic Tailored Arrivals. Mr. Pinkerton said that OPAM needs to be in place in order to implement dynamic Tailored Arrivals.

There was a brief discussion about the outage of the LAX VOR and aircraft at SMO being turned to a 265 degree heading by Southern California TRACON after departure. Facilitator Steve Alverson suggested that the recent LAX VOR outage was outside of Mr. Pinkerton's purview and presentation.

FAA's LAX OTA presentation is available online at the Roundtable webpage:
<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

5. Work Program C6 – Review/Suggest ACRP FY2014 Problem Statements for Research Consideration

Roundtable Facilitator Steve Alverson gave a presentation on the process he used to review the 115 Problem Statements for research consideration by the Airport Cooperative Research Program (ACRP) for its fiscal year 2014 research program. Mr. Alverson explained his primary focus was on identifying and recommending the noise-related Problem Statements that would have the greatest potential benefits to communities in the vicinity of LAX. Mr. Alverson said that 28 of the Problem Statements were noise-related. Of those 28, he was recommending 14 for the Roundtable to consider supporting. He briefly reviewed a few of the Problem Statements he recommended as well as those he did not.

After hearing the recommendations, Member Bailey made a motion to send a letter to the ACRP to indicate the Roundtable's support for 14 noise-related problem statements for research selection. The motion was seconded by member Rubin and approved unanimously by the Roundtable.

Member Bailey also made a motion for the Roundtable to recommend to the ACRP that the research team of "*Problem Statement 14-02-21: Design and Implement a Program to Assess Whether Helicopter Annoyance is Significantly Different from Jet Aircraft Noise Annoyance*" consider using the West Pacific Coast Highway Helicopter Route in Torrance as one of the study routes in the research. The motion was seconded by Member Rubin and was approved unanimously by the Roundtable. The Roundtable agreed to submit a separate suggestion letter after ACRP selects the said problem statement for research.

Note: Subsequently, ACRP selected 10 of the 14 recommended problem statements for research. Below is a table listing the problem statements for your reference. Please note that ACRP has assigned a new project number for each problem statement and has slightly changed some of the titles. For instance, Problem Statement 14-02-21 has been approved and relabeled as *ACRP Project 02-48: Assessing Annoyance of Helicopter Noise Compared with Jet Aircraft Noise*.

LAX/Community Noise Roundtable Recommended ACRP Problem Statements for FY2014			
ACRP Project	Title	Funding	Status
01-27	NextGen – A Primer	\$750,000	Approved

01-28	NextGen – Guidance for Engaging the Airport Community	\$300,000	Approved
02-47	Assessing Aircraft Noise Conditions Affecting Student Learning – Case Studies	\$600,000	Approved
02-48	Assessing Annoyance of Helicopter Noise Compared with Jet Aircraft Noise	\$700,000	Approved
02-50	Energy and Environmental Benefits of Electrified Aircraft Taxi Operations	\$300,000	Approved
02-51	Evaluating Noise Level Reduction Test Methods for Dwellings	\$300,000	Approved
02-52	Hard and Soft Ground Sound Absorption Methodology	\$250,000	Approved
02-55	Modeling Noise for Non-Standard Aircraft Profiles	\$350,000	Approved
03-33	NextGen - Airport Planning	\$500,000	Approved
03-34	NextGen–Understanding Optimal-Efficient Procedure Changes for Aircraft and Airspace	\$500,000	Approved
--	High Altitude Aircraft Noise Methodology for AEDT/INM	\$0	Disapproved
--	Optimization of Aircraft Flight Procedures for Noise Reduction Beyond DNL 65	\$0	Disapproved
--	Determining Whether Unmanned Aircraft Systems (UAS) Will Have Environmental and Energy Influences at Airports	\$0	Disapproved
--	The Effects of Buildings on Airport Noise Contours	\$0	Disapproved

ACRP FY 2014 Problem Statements presentation is available online at the Roundtable webpage: <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

6. Statistical Update on Aircraft Operations

LAWA staff member David Chan presented updated statistics for Roundtable Work Items A2, A3, and A4. Mr. Chan's presentation is summarized below.

Mr. Chan started his presentation by reviewing the general trend in aircraft operations at LAX for the past 19 years as the increase or decrease in total operations tends to influence the trends that are associated with specific operations. He pointed out that the lowest level of operations occurred in 2009, and operations have been trending slightly back up again since then, but were flat at just over 600,000 for the past two years.

Work Program Item A2: East Departures between 12 AM and 6:30 AM during Over-Ocean or West Operations

Description: Aircraft departing to the east between Midnight and 6:30 a.m., when LAX is not in Easterly Operations, occurs when there are slight to mild easterly wind conditions that prompt heavy aircraft to take off to the east, into the wind, for climb performance and safety. This operation causes noise disturbances to communities especially during nighttime hours.

Mr. Chan reviewed the annual east departure statistics indicating that east departures spiked in 2004 due to a Pacific thunderstorm. He reviewed the monthly variation in east

departures covering the recent 13-month period and noted that east departures spiked in October 2012 and January 2013 because of varied instances of mild easterly wind conditions. He added that runway closure on 25R (the longest runway at LAX) had also occurred during those two months, which contributed to the increase in east departure operations. He stated that international carriers tend to have high numbers of east departures due to the size of their aircraft and their tendency to operate long haul flights.

Work Program Item A3: Early Turn of Aircraft Departing to the West

Description: Aircraft departing to the west that turn before reaching the shoreline fly over communities to the south and north of LAX causing noise disturbances.

Mr. Chan reviewed the annual trend in early turns to the north, highlighting the fact that they dropped off dramatically after 2005. He explained that the drop off was due to a switch from turboprops to regional jets. Mr. Chan pointed out that turboprops conduct the majority of early turns on the north runway complex and that the total north early turns represent only a very small percentage of the total departures on the north side.

Mr. Chan then covered the south early turns and explained that the spike in 2007 was due to construction activity and the increase in October 2012 and January 2013 was due to closure of the inboard runway (25R). He said that wind drift also contributed to the increase in south early turns for January 2013. He further explained that LAWA investigates all early turns that pass through the El Segundo and Playa del Rey gates and found that most of the early turns are either pilot or controller initiated. He added that SkyWest has the most early turns because they operate the most flights among the carriers at LAX. SkyWest's early turns represent about three percent of its annual departure operations, which totaled about 50,000 per year.

Work Program Item A4: Missed Approaches/Go-Arounds

Description: At times aircraft arriving at LAX are required to abort their landing and execute a missed approach. Historically, aircraft executing a missed approach have impacted the communities to the north and south of the airport depending on the runway complex they were originally assigned.

Mr. Chan explained that go-arounds were on a declining trend from year to year reaching the lowest level in 2009 and trending up since that time; corresponding to the overall annual traffic trend. He further explained that go-arounds do fluctuate from month to month with March 2013 having the most in the past 13 months. He compared the reasons for go-arounds for November 2012 and March 2013, which had 63 and 80 go-arounds, respectively. He indicated that the primary reason for the increase between the two periods was due to controller-initiated go-arounds with in-trail spacing. He then reviewed the statistics for aircraft not maintaining runway heading during go-arounds indicating that most of these events occur on the south runway complex as more traffic is on the south side.

Member Lamar asked if aircraft are being turned to a heading by air traffic control. FAA representative Rolan Morel confirmed that aircraft are given turns to a specific heading to maintain separation from other aircraft.

The complete presentation on the statistical update on aircraft operations can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Status Update on Facilitator Contract

Mr. Chan said that the current facilitator contract with ESA Airports expires at the end of 2013. As a result, LAWA is beginning the process of preparing and issuing a Request for Proposals to solicit written proposals from qualified firms that are interested in providing services as the Roundtable Facilitator. LAWA will then evaluate and determine the best firm to provide these services, and obtain BOAC approval to award the contract. He explained that these are essentially the steps that LAWA needs to go through to obtain a new contract.

Mr. Chan said that the Roundtable had expressed an interest in participating in the selection process for the Facilitator and that there is a possibility to have one Roundtable member on the evaluation team. He said that the City Attorney is still looking into the specific requirements for a Roundtable member to participate in the selection panel. Mr. Tatro explained that LAWA procurement policy requires selection panel members be elected officials or staff members representing a city or governmental agency. Mr. Tatro said that while the City Attorney is determining whether or not Chairman Schneider can serve on the selection panel as a Neighborhood Council representative, he would like the Roundtable to select an alternate member for the time being.

The Roundtable indicated its continued interest in serving on the selection panel. Member Lamar made a motion to authorize Vice Chairman Jacobson to participate in LAWA's Roundtable Facilitator selection process should Chairman Schneider be unable to participate under the LAWA procurement policy. The motion was seconded by Member Rubin and passed unanimously.

Note: Subsequently, the City Attorney has determined that a Neighborhood Council does not qualify as a city department or government entity. Therefore LAWA is moving forward with Carl Jacobson as the evaluation panel member for the Facilitator selection process.

8. Aviation Noise News Update

Mr. Alverson reviewed several recent aviation noise news items for the Roundtable including:

- A news report on FAA's report on Los Angeles helicopter noise issues, which recommended a voluntary, collaborative approach over regulations to reducing helicopter noise.
- An article about the debut of the Airbus 350 at the Paris Airshow. The Airbus 350, which will compete with the Boeing 787 and Boeing 777, brings new quiet technology to the aircraft sales marketplace.
- A news report on the Electric Green Taxiing System, which promises to reduce aircraft taxiing noise, fuel consumption, and air emissions.
- A news report on a new tool called Automated Terminal Proximity Alert (ATPA), which is a part of the NextGen implementation process that helps controllers reduce go-arounds.
- An article on the testing of Pratt & Whitney's PurePower Geared Turbofan, which demonstrates "unprecedented performance" that reduces fuel burn, emissions, and noise
- An article regarding an FAA policy would eliminate direct data connections on September 30, 2013 between air traffic facilities and airport noise abatement offices,

which would impact airports' ability to analyze noise complaints, respond to the public, and assess the benefits of NextGen.

- An article on NextGen Advisory Committee (NAC) accepting a recommendation for complying with CATEX2 provision of the FAA Modernization and Reform Act of 2012

The complete aviation noise news update can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

9. Roundtable Member Discussion

A brief discussion ensued after agenda item number 5 regarding a statement made by an FAA representative at the May 8, 2013 Roundtable meeting regarding the availability of the Southern California OAPM Study Team Final Report. The FAA representative had stated that the said report had been provided to LAWA and could be made available to the Roundtable. The Roundtable has asked LAWA to post the report to the Roundtable website. LAWA staff member Scott Tatro reported that the FAA representative had misspoken. While LAWA has seen some of the OAPM airspace redesign concepts, LAWA has not received the report from FAA. He added that FAA's National OAPM Program Manager, Mike Barnhart, confirmed that the said publication was not intended for public consumption. Mr. Tatro also said that it is likely that many of the airspace concepts developed early in the process will not be implemented. It would be confusing for the Roundtable to see and react to concepts that do not move forward through the OAPM process. Mr. Tatro concluded that it is not possible for LAWA to fulfill the Roundtable's request to post the Final Study Team Report on the Roundtable website.

Chairman Schneider asked at what point will the FAA consider the Roundtable's letter that identified specific issues to be worked on during the OAPM process. Mr. Tatro stated that FAA indicated at the May 8, 2013 Roundtable meeting that they had reviewed the letter and were considering some of the Roundtable's recommendations in the OAPM process. Member Rubin asked when would there be an opportunity for public input. Mr. Tatro said public input will be solicited during the Environmental Assessment, which the FAA is committed to preparing.

Chairman Schneider asked if there was an update on PGL 12-09. Scott Tatro said that there has been no change regarding the FAA's stance on the issue. FAA is sticking to the two-year transition period for airports to comply with PGL 12-09. He indicated that LAWA had hosted a sound insulation workshop a couple of months ago to find ways to make the programs more efficient so that more homes could be completed in a shorter period of time. He added that a working group of acoustical consultants has been formed to try to find ways to make the pre- and post-measurements more efficient. ACI-NA is also active on this issue.

Scott Tatro informed the Roundtable that LAWA had completed its work on its response to FAA's comments on the LAX Part 161 application and sent the requested supplemental materials to FAA at the beginning of July. LAWA maintained in its response to FAA that the initial submittal was complete. He concluded by saying that the recent submittal is available on the LAX Part 161 website at <http://www.lawa.org/LAXPart161.aspx?id=7203>.

David Chan said that Chairman Schneider had asked him to look at a couple of days of operations to see if there was anything out of the ordinary that might have caused Beverly to raise concern about increase flights over PV at the last meeting. David reported that he found a three-day period from May 4-6, 2013 when LAX was operating in east flow during

which more aircraft were flying over PV as compared to the normal west flow configuration. He also said he was not aware of any regulations that prohibit aircraft from flying over the PV Peninsula because it is considered a fire hazard area as Beverly had claimed. He asked the FAA representatives at the meeting to confirm if such regulations exist. FAA representative Rolan Morel said that there may be temporary flight restrictions for events relating to firefighting activities but there are no regulations that solely prohibit aircraft from flying over PV. Mr. Pinkerton agreed with Mr. Morel's statement. Member Waters asked Mr. Chan to provide him with a copy of the flight tracks over PV during the three days of east flow in early May. Note: Mr. Chan subsequently provided the information to Mr. Waters.

FedEx representative Dan Delane informed the Roundtable that FedEx has made some efforts to reduce noise exposure at LAX. One of which includes using minimal reverse thrust after landing at LAX to reduce nighttime noise. He said he has also been exploring ways to increase FedEx departures on Runway 25R. He added there are a number of factors that come into play including increased taxi time, but he is trying to make it work.

Scott Tatro thanked FedEx for their efforts and asked if FedEx could share in writing the measures they have taken to reduce aircraft noise at LAX. Mr. Delane said that he would be happy to describe FedEx's efforts in writing and said he is keenly aware that nighttime operations can be disruptive and is working to minimize noise disturbances. Other members of the Roundtable thanked Mr. Delane as well.

10. Review of Roundtable Actions and Requests from Members

Mr. Alverson reviewed the Roundtable's action and request items during the meeting, which included:

Formal Action Items

The Roundtable approved sending a letter to the Airport Cooperative Research Program (ACRP) to indicate the Roundtable's support for 14 noise-related problem statements for research selection.

The Roundtable approved Member John Bailey's recommendation for the research team of "Problem Statement 14-02-21: Design and Implement a Program to Assess Whether Helicopter Annoyance is Significantly Different from Jet Aircraft Noise Annoyance" to consider using the West Pacific Coast Highway Helicopter Route in Torrance as one of the study routes in the research. The Roundtable agreed to submit a separate suggestion letter after ACRP selects the said problem statement for research.

The Roundtable authorized Vice Chairman Jacobson to participate in LAWA's Roundtable Facilitator selection process should Chairman Schneider be unable to participate under the LAWA procurement policy, which requires panel members to be elected officials or staff members representing a city or governmental agency.

Requests from Members

Member Scott Tatro requested from FedEx representative Dan Delane a written copy of the actions that FedEx has taken, including minimal use of reverse thrust after landing, to help reduce nighttime noise at LAX.

Member Matt Waters requested from LAWA staff, David Chan, a copy of the data for May 4-6, 2013 depicting flight tracks over the Palos Verdes Peninsula during the three-day period of east flow operations.

11. Adjournment

Chairman Schneider noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, September 11, 2013 and adjourned the meeting at 9:09 pm.