



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 13, 2016

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Brian Bergman, City of La Habra Heights
Omar Pulido, City of Los Angeles – Council District 11
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Ladera Heights Civic Association
Martin Rubin, North Westdale Neighborhood Association
Stephen Murray, City of Culver City
Cesar Vega, City of Monterey Park
Jim Withrow, City of Inglewood
Terry Boyle, Federal Aviation Administration
Scott Tatro, LAWA

LAWA and Consultant Staff

Lisa Trifiletti, LAWA
Kathryn Pantoja, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator

Guest Speakers

Kevin Karpe, Assistant Air Traffic Manager, Southern California TRACON (SCT)
Brian Fagan, Support Manager for Airspace and Procedures, SCT

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 said there would be a period for public comment and Chairman Schneider may allow questions from the public during the meeting on specific topics.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:01 pm PST in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

Chairman Schneider opened the public comment period for items not on the agenda.

Member Rubin mentioned that the FAA Administrator had ruled that Santa Monica Airport (SMO) must remain open for aviation operations through 2023. He noted the City of Santa Monica's appeal of the FAA's decision is scheduled to be heard in February.

A member of the 360 Community, which is located at El Segundo Boulevard and Aviation, said that in October 2015 he started noticing more noise at night. He noted that the daytime is quiet, but aircraft noise begins to increase around 5 to 6 pm. He added the measured noise levels in his home, which has dual-paned windows, are 60 to 70 dB between 9 and 10 pm.

Two residents from Culver City noted that aircraft noise exposure is new to their community and they were at the meeting looking for solutions to the problems.

Hearing no further requests to speak, Chairman Schneider closed the public comment period.

4. Welcome New Alternate Representative from the City of La Habra Heights

LAWA staff member David Chan said the City of La Habra Heights had sent a letter to the Roundtable appointing Mr. Dinesh Ghiya as its alternate representative for Roundtable membership. Mr. Chan welcomed Mr. Ghiya to the Roundtable by presenting him with a Roundtable information binder and a 15th anniversary gift, then invited Mr. Ghiya to say a few words. Mr. Ghiya said he has been interested in aircraft noise in La Habra Heights for some time and looks forward to working with the Roundtable.

5. Discussion of Airline Recognition for Noise Reduction Efforts

Mr. Alverson noted that it is a common practice for other airport/community roundtables or similar noise forums to recognize the notable noise abatement efforts of airlines at their airports. He said that over the past two to three years, FedEx has made a considerable effort to reduce its noise footprint at LAX including increasing the use of the inboard runway on the south runway complex for departures. He said Mr. Chan has shown graphs depicting FedEx's continued improvement in using the inboard runway for departures. To that end, the Roundtable may want to consider recognizing FedEx for its noise abatement efforts at a future meeting.

Other Roundtable members noted that FedEx uses electrical power while parked on the ramp and taxis to the runway using a single engine to help reduce noise impacts. LAWA representative Scott Tatro said that FedEx has also been the most frequent airline representative at Roundtable meetings.

The Roundtable unanimously approved a motion to recognize FedEx's noise abatement efforts at a future Roundtable meeting.

6. Discussion of LAX North Arrival Routes Affecting Certain Communities

Mr. Kevin Karpe, Assistant Air Traffic Manager at Southern California TRACON (SCT), gave a brief overview of the SCT airspace and operations and described SCT as the facility that manages the busiest terminal airspace in the world. Mr. Karpe then introduced Mr. Brian Fagan, Support Manager for Airspace and Procedures at SCT, who provided tonight's presentation. Mr. Fagan started off by showing a slide depicting arrivals from the northwest without geographical references to simulate the same manner in which controllers view air traffic on the computer radar screen. He explained that aircraft arrive over the Fillmore or Ventura arrival fixes at 12,000 feet and 11,000 feet above sea level (ASL) respectively, then descend to 7,000 feet ASL when passing over the Santa Monica VOR. He added that aircraft then descend to about 2,600 feet ASL on the base leg turn before intercepting the glide slope for the instrument landing system (ILS) at LAX. He also highlighted that an arrival track from the north that crosses over the east arrival tracks to the south of LAX has seen increased use due to the recent runway closures. Mr. Fagan showed examples of flight tracks from 2013 compared to 2015 noting that the average altitudes and locations are very similar for both periods. He noted that there has been an increase in traffic over the past several years.

A member asked if there was a regulation that required aircraft to be at or above 7,000 feet ASL at the SMO VOR. Mr. Fagan said aircraft are required to stay at or above 7,000 feet ASL at the SMO VOR for air traffic separation.

A member suggested that the increased number of go-arounds due to the runway closure may be a factor for residents having noticed aircraft flying lower. Mr. Fagan said the go-arounds would be at about 4,000 feet, which are much lower than the arrivals on the downwind leg.

LAWA staff member Lisa Trifiletti asked what LAWA's analysis of the data indicated. LAWA representative Scott Tatro replied that the analysis indicates that current flight patterns look largely the same as the flight patterns from previous years. LAWA staff member Kathryn Pantoja added that there has been an increase in the number of arrivals, but there has not been a dramatic shift in altitudes of the aircraft on the north downwind arrival route. Mr. Tatro added that there are more large aircraft in the fleet as well.

A member asked why aircraft are assigned differing altitudes to descend prior to intercepting the glideslope. Mr. Fagan said that the altitude assignments are based on maintaining a 1,000-foot vertical separation with other aircraft on final approach.

Several residents stated that the flights they are seeing are two miles north of the SMO VOR and arriving at a rate of every one to two minutes. A resident asked if there was testing related to the Metroplex in progress. Mr. Fagan said no.

Mr. Tatro stated that LAWA wants to help the community understand the issue and is committed to conducting a more comprehensive analysis to determine whether there are any changes to the north arrival routes or altitudes.

Chairman Schneider thanked the community members for coming to the meeting and sharing their observations. He also thanked Ms. Jacqueline Hamilton from Congresswoman Bass' office for attending the meeting.

The FAA's presentation on its analysis of the northwest arrivals is available for review in the Presentations section of the Roundtable webpage:

<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Work Program A12 - Status Update on A320 Outreach Efforts

Due to the additional time the Roundtable devoted to Agenda Item 6, Chairman Schneider deferred Agenda Item 7 to a future meeting.

8. Statistical Update on Aircraft Operations

Due to the additional time the Roundtable devoted to Agenda Item 6, Chairman Schneider deferred Agenda Item 8 to a future meeting.

9. Aviation Noise News Update

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

- An article regarding the Consolidated Appropriations Act of 2016 that will provide \$16.3 billion of funding to FAA including \$3.35 million to the airport improvement program
- An article about the City of Chicago's plans to rotate nighttime runway use at Chicago-O'Hare International Airport
- A press release regarding the reintroduction of The Silent Skies Act (H.R. 4171), which, if signed into law, would require a phase out of aircraft not meeting Stage 4 noise standards
- An article regarding the rollout of the Boeing 737 MAX which will have a 40 percent smaller noise footprint than the 737-800
- An article stating that Boeing delivered a record number of aircraft in 2015
- An article indicating that all models of the Learjet 24 and 25 can comply with the Stage 3 noise requirements, which became a requirement on January 1, 2016 for aircraft weighing less than 75,000 pounds

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

10. Roundtable Member Discussion

Member Murray asked if LAWA knew how many Stage 3 business jets were grounded due to the new federal Stage 3 compliance requirements. Ms. Pantoja said there would be no change to the LAX noise exposure as there are very few old business jets operating at LAX and noise from larger commercial aircraft dominates the noise exposure at LAX.

Member Bedford said that she agreed with the members of the community who spoke this evening as Ladera Heights is experiencing increased noise exposure.

Member Murray said he was not satisfied with the TRACON briefing and has accepted the FAA's offer to tour the TRACON facility.

11. 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 unanimously approved a motion to formally recognize the efforts of FedEx to reduce the noise impacts of its operations at LAX.

Requests from Members

LAWA indicated that it will conduct a more comprehensive analysis on the LAX north arrival routes to determine whether there are any changes to the flight paths or altitudes.

Chairman Schneider requested that LAWA explore the possibility of arranging a tour for Roundtable members and the public to visit the Southern California TRACON facility to learn more about the air traffic control system.

A member of the public requested that LAWA look into the possibility of broadcasting the Roundtable meetings on television.

12. Adjournment

Mr. Chan noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, March 9, 2016. Chairman Schneider adjourned the meeting at 8:57 pm.