



# LAX/Community Noise Roundtable

Roundtable 101

November 9, 2016

# Presentation Outline

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- Why Have a Noise Roundtable?
- Member Obligations/Responsibilities
- Roundtable Bylaws
- Roundtable Work Program
- Meeting Agenda Development

# Presentation Outline

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- Meeting Conduct: Robert's Rules of Order
- Funding and Technical Support
- The Realities
- Resources
- Questions

# Why Have a Noise Roundtable?

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**Aircraft noise issues are complex with many stakeholders playing separate, but important roles in contributing to the dialogue and recommendations**

- The **Federal Aviation Administration (FAA)** has sole decision making authority regarding use of the National Airspace System (NAS) and air traffic control procedures; safety and efficiency are its priorities. FAA also sets aircraft noise standards, promulgates federal aviation regulations, funds aircraft noise research, and funds approved noise mitigation measures
- **Airlines/aircraft operators** select the aircraft types, schedule departure /arrival times, and collect the federal fees that are used for noise mitigation
- **Pilot in command** has the sole responsibility for the safe operation of his/her aircraft in accordance with federal aviation regulations

# Why Have a Noise Roundtable?

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- **Airport proprietors** operate/maintain the airfield, conduct aircraft noise and land use compatibility studies, apply for and administer federal noise mitigation grants, are subject to the terms of the grant assurances and other federal aviation regulations, and are legally responsible for aircraft noise impacts
- Some **State Governments** (e.g., California) provide land use planning guidance (e.g., Caltrans Airport Land Use Planning Handbook) and regulate airport noise
- **Local governments** have sole land use planning and zoning authority
- **Elected officials** receive community complaints and seek assistance/resolution

# Why Have a Noise Roundtable?

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- **Residents** should seek to understand the aircraft noise issue and make informed decisions when purchasing their homes as well as identify/report perceived changes in aircraft operations/noise exposure
- **Community groups** often represent distinct neighborhoods that share a common aircraft noise experience/concern

***No single stakeholder controls every aspect of aircraft noise. Hence, a Noise Roundtable brings many of these key stakeholders together in an environment that supports a respectful, collaborative dialogue about aircraft noise issues.***

# Why Have a Noise Roundtable?

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A noise roundtable serves as the *singular sounding board/clearinghouse* on aircraft noise issues that seeks to balance both local and national interests

- The **FAA** prefers receiving noise abatement/mitigation recommendations from a roundtable over individual requests from municipalities or residents because the roundtable will have vetted the recommendations for their benefits to **all of the Roundtable communities/participants**

# Member Obligations/Responsibilities

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**Participation as a member on an airport noise roundtable is a collaborative process that requires:**

- Regular, long-term attendance with active participation
- Excellent listening skills
- Respect for others' viewpoints
- Becoming informed about aircraft noise control including, but not limited to, federal and state regulations, aircraft performance, airport operations, aircraft noise research, LAX's noise abatement procedures, changes in aircraft fleet mix, compatible land use planning, sound insulation, etc.



# Member Obligations/Responsibilities

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- Fact-based decision making
- Representation of the concerns of your entity's constituents
- Communication of Roundtable activities back to your constituents
- The ability to compromise
- Familiarity with the Roundtable Work Program
- A willingness to work for the greater good of all Roundtable member communities, not just the entity you represent

**Providing advice to LAWA, the FAA, or other relevant agencies on measures to reduce noise from aircraft operations at LAX**

# LAX Community Noise Roundtable Bylaws

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**Bylaws establish the rules under which an organization operates. The following highlights some of the key parameters of the LAX Roundtable Bylaws:**

- **No Shift Noise Policy** – The LAX Roundtable adheres to a policy of not shifting noise from one community to another
- **Brown Act** – LAX Roundtable meetings shall comply with the public meeting notice requirements
- **Robert’s Rules of Order** - LAX Roundtable meetings shall be conducted in accordance with Robert’s Rules of Order

# LAX Community Noise Roundtable Bylaws

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- **Public Comment** – Specific opportunities for public comment shall be provided at each meeting. The standing time limit is three (3) minutes per commenter
- **Roundtable Facilitator** - The Roundtable meetings shall be facilitated by an impartial, non-voting participant who keeps the Roundtable discussions in accord with the published meeting agenda and ensures the meetings remain on schedule

# LAX Community Noise Roundtable Bylaws

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**The LAX Roundtable Bylaws include the following articles:**

- Article I – Purpose
- Article II – Mission
- Article III – Membership
- Article IV – Officers of the Roundtable
- Article V – Conduct of Meetings

# LAX Community Noise Roundtable Bylaws

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- Article VI – Schedule and Location of Meetings
- Article VII – Notice of Meetings
- Article VIII – Record of Meetings and Availability of Materials
- Article IX – Public Participation
- Article X – Subcommittees
- Article XI – Amendments to the Bylaws

# LAX Community Noise Roundtable Work Program

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**The LAX Roundtable's work is guided by the most recent update of the Work Program. The Work Program is centered around the Roundtable's mission which is:**

1. To identify noise impacts in the surrounding communities, and
2. To recommend courses of action that could reduce noise over affected communities.

**The Work Program is reviewed and updated by the Roundtable every year.**

# LAX Community Noise Roundtable Work Program

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**The Work Program Items are grouped into the following three categories:**

- A. Aircraft Operations – 13 items
- B. Noise Monitoring and Reporting - 5 items
- C. Noise and Aviation Information – 5 items

Each Work Program item is given a status, assigned a priority, and the expected workload for LAWA staff is noted.

Subcommittees may be appointed by the Roundtable Chair to examine and report back to the Roundtable on a specific item.

Updates on each Work Program Item is provided by LAWA throughout the year, which drives the development of each meeting agenda.

# Meeting Agenda Development

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**As required by the Brown Act, the Roundtable meeting agenda must be published at least 72 hours prior to the meeting, so the public knows what will be discussed.**

- Setting the agenda requires careful planning and coordination with the Roundtable Chair and Vice Chair, Roundtable Facilitator, and guest presenters
- As described previously, the Regular meeting agenda typically contains specific Work Program items that are scheduled for updates that month
- The balance of the agenda is comprised of standing items such as Public Comments, Aviation Noise News, and Roundtable Member Discussion



# Meeting Agenda Development

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**Due to the requirements of the Brown Act and the need to carefully plan the number and timing of the agenda items, at-meeting requests to hear and vote on new items are not permissible.**

- The Roundtable member discussion period is an appropriate time to propose possible future agenda items
- Potential future agenda items may also arise during the discussion of a specific agenda item
- Suggested agenda items should be related to an aircraft noise concern and relevant to the Roundtable's mission
- Agenda items accepted by LAWA and the Roundtable Chair and Vice Chair will be scheduled at a future Roundtable meeting when time permits

# Meeting Conduct: Robert's Rules of Order

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**The Bylaws require that the Roundtable meetings be conducted in accordance with Robert's Rules of Order as follows:**

- One agenda item shall be considered at a time
- After a presentation and Roundtable discussion, the Chair can request a motion on the matter
- After a motion is made and seconded, the motion will be discussed by the Roundtable members
- Upon conclusion of the discussion, the Chair can call for a vote on the motion

# Meeting Conduct: Robert's Rules of Order

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- Motions should be clearly articulated so that the Roundtable Members and members of the public know what is being voted on and what action or actions will follow from the vote
- Ideally, Roundtable decisions are made on a consensus basis resulting in a unanimous vote, if not a majority vote is required for a motion to pass
- Once a matter is resolved, the next item on the agenda can be considered
- New matters not on the agenda that are brought up during member discussion cannot be voted on and may be considered as an agenda item for a future meeting as scheduling permits and at the discretion of LAWA and the Roundtable Chair and Vice Chair

# Meeting Conduct: Robert's Rules of Order

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- Only an elected or at-large representative shall participate in the Roundtable discussion and voting process
  - Alternate representatives shall not participate in Roundtable discussion and voting when the regular representative is present
- When a regular representative is absent, his or her alternate member shall participate in the Roundtable discussion and voting
- A quorum must be present to vote on an issue, elect a Chair or Vice Chair, or to take a position on legislation or proposed legislation
  - A quorum of the Roundtable shall consist of at least twenty-five percent (25%) of voting members representing at least four (4) separate jurisdictions or at-large members' organizations

# Roundtable Funding and Technical Support

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**LAWA provides the facilities, funding, technical, and staff support for the Roundtable meetings and related activities including, but not limited to:**

- LAWA Noise Management Staff time to conduct research pertaining to specific issues, prepare the statistical reports, coordinate the meeting agendas, attend meetings, etc.
- An independent Roundtable Facilitator to help ensure the meetings are effective and on schedule and to provide relevant information or guidance during discussions and potential actions
- Funding for one Roundtable member to attend the UC Davis Aviation Noise Symposium
- A subscription to Airport Noise Report to allow Roundtable members to be informed on broader aircraft noise issues

# The Realities of Tackling Aircraft Noise Issues

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## Addressing aircraft noise concerns over a heavily populated broad geographic area is a challenging assignment

- The federal standard for aircraft noise impacts is an annual-average Day-Night Average Sound Level (DNL) of 65 dB (CNEL in California)
  - A number of concerned communities are located well outside the 65 dB CNEL contours for LAX
- The Southern California airspace is highly complex and highly congested
  - A change in one area has ripple effects in other areas
- The implementation of the Metroplex departure and arrival procedures over the next several months will change where aircraft currently fly

# The Realities of Tackling Aircraft Noise Issues

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- Lengthening departure and arrival tracks for noise abatement purposes increases fuel consumption and air emissions
- Moving flight tracks from one community to another results in a shifting of aircraft noise, which is contrary to the Roundtable's "No-Shifting of Noise" policy
- Noise abatement changes requiring processing through the National Environmental Policy Act (NEPA) can take several years to complete
- In some cases, there are no viable solutions

# Resources – LAX Roundtable Webpage



[Airlines & Flights](#)

[Parking](#)

[Ground Transportation](#)

[Passenger Info & Svcs](#)

[Airport Condition](#)

[Lost & Found](#)

## Current Weather

68 °F 59 °F 79 °F  
Partly Sunny

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## Community Noise Roundtable

The LAX Community Noise Roundtable was created in September 2000 and is intended to reduce and mitigate the adverse noise impacts that the users of Los Angeles International Airport create on the surrounding communities and their Environs. Membership of the Roundtable consists of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the airlines and LAWA Management. This forum provides a mechanism that attempts to ensure cooperation between the Airport and local impacted communities in achieving noise impact reduction to those communities, wherever possible, without shifting noise from one community to another. The Roundtable meets on the second Wednesday of every odd numbered month and may schedule additional meetings as needed. All meetings start at 7 PM.

Meeting Location:  
Samuel Greenberg Board Room  
Clifton A. Moore Administration Building



# Resources – LAX Roundtable Webpage



[By - Laws \(19 KB\)](#)

[Work Program \(153 KB\)](#)

[Glossary \(34 KB\)](#)

## Agendas

Date	Title
11/09/16	<a href="#">Agenda</a> — Regular Meeting
11/09/16	<a href="#">Agenda</a> — 101 Session
10/12/16	<a href="#">Agenda</a> — Special Meeting
09/14/16	<a href="#">Agenda</a> — Regular Meeting
07/13/16	<a href="#">Agenda</a> — Regular Meeting
06/08/16	<a href="#">Agenda</a> — Special Meeting
05/11/16	<a href="#">Agenda</a> — Regular Meeting
03/09/16	<a href="#">Agenda</a> — Regular Meeting
01/13/16	<a href="#">Agenda</a> — Regular Meeting

## Recaps

Date	Title
07/13/16	<a href="#">Recap</a> — Regular Meeting
06/08/16	<a href="#">Recap</a> — Special Meeting
05/11/16	<a href="#">Recap</a> — Regular Meeting
03/09/16	<a href="#">Recap</a> — Regular Meeting
01/13/16	<a href="#">Recap</a> — Regular Meeting
11/10/15	<a href="#">Recap</a> — Regular Meeting
09/09/15	<a href="#">Recap</a> — Regular Meeting
07/08/15	<a href="#">Recap</a> — Regular Meeting
05/13/15	<a href="#">Recap</a> — Regular Meeting

## Presentations

Date	Title
10/12/16	<a href="#">FAA SoCal Metroplex Briefing</a>
09/14/16	<a href="#">Statistical Update (MP and ST)</a>
09/14/16	<a href="#">Review of Monterey Park Recommendations</a>

## Correspondences

Date	Title
08/11/16	<a href="#">Letter to FAA on LAX Arrival Routes</a>
03/23/16	<a href="#">Letter to FAA on Stage 5 Noise Standard</a>
09/02/15	<a href="#">Letter to FAA regarding SoCal Metroplex Draft EA</a>

# Resources – Airport Noise Report



## Airport Noise Report

147



A weekly update on litigation, regulations, and technological developments

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### Litigation

#### TWO CALIFORNIA CITIES CHALLENGE FAA'S EA ON SOCAL METROPLEX PROJECT

The Cities of Newport Beach and Laguna Beach, CA, filed separate lawsuits last week in the U.S. Court of Appeals for the Ninth Circuit asserting that the FAA's environmental analysis of its Southern California Metroplex Project is inadequate.

Their lawsuits follow three others challenging the environmental analyses of FAA Metroplex project airspace changes in Northern California, Phoenix, and Washington, DC.

The FAA abdicated its duty to disclose and adequately analyze the significant noise, air quality, and other impacts that may result from the SoCal Metroplex Project, which will revise arrival and departure procedures at six large and 15 small airports across Southern California, Newport Beach told the Court.

The City asked the Ninth Circuit to temporarily enjoin the FAA from implementing any portion of the SoCal Metroplex Project until the agency prepares a full Environmental Impact Statement on it. FAA only issued a less comprehensive En-

*(Continued on p. 148)*

### Research

#### AIRCRAFT NOISE EXPOSURE AT NIGHT INCREASES RISK OF HYPERTENSION IN MEN

Exposure to aircraft noise at night increases the risk for hypertension in men but not women, French researchers concluded in a study of 1,244 people living near three French airports: Paris Charles de Gaulle International, Toulouse-Montaudran Airport, and Lyon-Saint Exupéry Airport.

A 10 dB(A) increase in the noise metric Lnight was associated with a statistically significant 34 percent higher prevalence of hypertension in men living around these airports, according to the study, which was funded by the French Ministry of Health, the French Ministry of Environment, and the French Civil Aviation Authority.

The DEBATS (Discussion on the health effects of aircraft noise) study is the first to investigate the relationship between long-term aircraft noise exposure and the risk of hypertension in men and in women near French airports.

The study was published in August in the journal *Occupational & Environmental Medicine*. It can be downloaded at

<http://oem.bmj.com/content/early/2016/08/01/oem-2016-103648.abstract>

The French Airport Pollution Control Authority (ACNUSA) asked the French

*(Continued on p. 148)*

Airport Noise Report

### In This Issue...

**Litigation ...** Cities of Newport Beach and Laguna Beach, CA, file lawsuits in federal appeals court challenging adequacy of FAA environmental review of Southern California Metroplex Project; ask Court to enjoin FAA from implementing airspace changes until full EIS prepared - p. 147

**Research ...** French study finds aircraft noise exposure at night associated with 34% higher prevalence of hypertension in men - p. 147

**Noise Monitoring ...** B&K launches first short-term noise monitoring system for airports - p. 148

**NASA ...** Team of researchers at Ames Research Center, universities using emerging composite material manufacturing methods to build and demonstrate ultra-light wing that changes shape - p. 149

**News Briefs ...** TRB will hold Webinar on Effective Stakeholder Relationships at Airports on Dec. 14 - p. 150

- Provides comprehensive, up-to-date information on aircraft noise issues in the United States and around the world
- Allows Roundtable members to remain abreast of current noise-related legislation and research
- Ensures all Roundtable members maintain a similar level of aircraft noise knowledge, which promotes an informed dialogue on LAX-related issues

# Resources – FAA’s Airport Noise Compatibility Planning Toolkit

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## FAA Policies, Regulations, Programs, and Funding Sources

- Excerpts from 1976 Aviation Noise Abatement Policy
- Overview of 14 CFR Part 150 Airport Noise Compatibility Planning Program
- 14 CFR Part 150 Regulation: Airport Noise Compatibility Planning
- Overview of FAA Policy on Part 150 Approval of Noise Mitigation Measures
- Final Policy on Part 150 Approval of Noise Mitigation Measures

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/noise\\_emissions/planning\\_toolkit/](https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/)

# Resources – FAA’s Airport Noise Compatibility Planning Toolkit

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## FAA Guidance Materials

- Land Use Compatibility and Airports, A Guide for Effective Land Use Planning
- Advisory Circular 150/5020-1, Noise Control and Compatibility Planning for Airports
- Land Use Planning Process Flowchart
- FAR Part 150 Process
- Aviation Noise Demonstration System (ANDS), and Land-based Classification Standards (LBCS)

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/noise\\_emissions/planning\\_toolkit/](https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/)

# Roundtable Member Questions

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