



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 14, 2021

In conformity with the Governor's Executive Order N-29-20 dated March 17, 2020 and due to concerns over COVID-19, the Roundtable meeting was conducted via video conference using the Web Ex platform.

Roundtable Members Present

Denny Schneider, Chair, Alliance for a Regional Solution to Airport Congestion
Jeff Moskin, 1st Vice Chair, Raintree Condo & Townhouse Association
Carl Jacobson, City of El Segundo
Stacey Armato, City of Hermosa Beach
Mayra Guevara, City of Los Angeles – Council District 10
Geoff Thompson, City of Los Angeles – Council District 11
Yvonne Yiu, City of Monterey Park
Robert Nemeth, City of Rancho Palos Verdes
Blake LaMar, City of Palos Verdes Estates
Allen Wu, San Gabriel Valley Council of Governments
Danna Cope, LAX Area Advisory Committee
Jim Robilotta, 360 at Southbay HOA
JoAnn Williams, United Homeowners Association
Jeff Camp, United Neighborhoods Neighborhood Council
Jacqueline Hamilton, U.S. House Representative – 37th District
Marty Lipkin, Woodland Hills-Warner Center Neighborhood Council
Kathryn Pantoja, Los Angeles World Airports

FAA

Tamara Swann, Deputy Regional Administrator
John Nelson, Asst. General Manager L.A. District
Ivan Gutierrez, Community Engagement Officer
Sean Davis and Patrick Blaser, EoR Presenters

Airlines

Alaska Airlines – Lynae Craig
Spirit Airlines – Carl Stallone
United Airlines – Glenn Morse & Alison Kehrer

LAWA and Consultant Staff

David Chan, Secretary, LAWA
Esteban Moledo, Virtual Meeting Host, LAWA
Gene Reindel, Facilitator, HMMH
Mariano Sarrate, Scribe, HMMH

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Welcoming of the Roundtable membership and the public occurred at 1:30 pm. The meeting was conducted similar to in-person meetings with the Chair running the meeting with assistance from the Facilitator. The public was provided with a phone number to provide public comment. General public comment was invited as scheduled on agenda item 3.

2. Call to order, Pledge of Allegiance, and Identification of Those Present

The meeting was officially called to order at 1:40 pm with the Pledge of Allegiance. Roll call was taken and a quorum announced.

3. Comments from the Public

A new homeowner in the City of Monterey Park noted that she has experienced low flying aircraft at a high frequency and experienced high levels of stress due to the reported aircraft activity. She expressed the desire for the FAA to hear her concerns.

A resident of Encino requested that the Roundtable accept the Woodland Hills-Warner Center Neighborhood Council membership application and consider supporting the modified LADYJ SID proposal.

4. Consideration/Approval of Membership Request from Woodland Hills-Warner Center Neighborhood Council as At-Large Member

Roundtable Secretary, David Chan, presented the membership request from Woodland Hills-Warner Center Neighborhood Council for Roundtable's consideration. He noted Marty Lipkin is serving as the representative and Timi Romolini as the alternate.

The Chair initiated the approval process via vote. There were no objections, the motion passed by acclamation.

Marty Lipkin stated he is a 20-year member of this Neighborhood Council in the San Fernando Valley. He noted an increase of air traffic from LAX in their area.

5. FAA Briefing on RNP procedures at LAX

FAA representatives, Patrick Blaser and Sean Davis, briefed the Roundtable on Required Navigation Performance (RNP) procedures at LAX.

LAX is one of three airports selected by the NextGen Advisory Committee (NAC) as part of the pilot program to implement Established on RNP (EoR). EoR is a new separation standard that will allow aircraft to utilize RNP procedures during low visibility conditions. EoR will allow the North and South complexes at LAX to be treated independently, thereby allowing for reduced separation standards compared to those currently in place.

Currently, Air Traffic Controllers are often unable to assign RNP procedures for arriving aircraft when multiple aircraft are arriving simultaneously on different runways due to spacing requirements between aircraft laterally and vertically. With the implementation of this new separation standard, long awaited RNP procedures can be put into use at LAX. RNP approaches are very precise and require specialized equipment and crew to operate the procedures. The procedures include crossing altitudes at various waypoints along the arrival path. Implementation of this new separation standard will begin at LAX on August 17, 2021.

Membership discussion ensued. The Chair asked if the RNP can be used during visual conditions. The FAA stated the RNP will only occur in instrument conditions. The Chair

expressed concern that the EoR implementation would be minimal due to the fact that weather conditions are most often favorable at LAX.

Roundtable Member, Jim Clarke, asked what happens when the aircraft passes the DAHJR waypoint below 6,000 feet. The FAA stated that RNP-assigned aircraft will be guaranteed to cross at that height.

Roundtable Member, Jacqueline Hamilton, noted that only about 10% of aircraft will be able to use the RNP because of the equipment and crew restrictions. The FAA stated that is the case for now but more aircraft will be outfitted with RNP crew and equipment in the future.

Carl Stallone from Spirit Airlines stated they are unable to fly RNP procedures at this time, but are investing in the equipment and training required to fly them in the future. Lynae Craig from Alaska Airlines stated about 80% of their fleet are capable of flying RNP procedures and their flight crews have the required training.

Roundtable Member Geoff Thompson asked about the percentage of aircraft flying visual vs instrument approaches. That data was not available via the FAA.

The Chair asked the objective of EoR. The FAA claimed that EoR increases RNP procedures under IFR (instrument flight rules) conditions.

Other related questions were also raised and discussed during this agenda item.

6. Report from LAX Metroplex/Wide Area Ad Hoc Committee

Geoff Thompson provided an update on the civil lawsuit between the City of Los Angeles vs. the FAA pertaining to the north downwind arrival route. The City of Los Angeles won the case which will prompt the FAA to conduct a new environmental assessment and community outreach for the procedures.

Geoff Thompson then presented the Quiet Skies LA Option B alternative for the north downwind arrivals for Roundtable's consideration to submit to the FAA. The alternative, if implemented as proposed, will reroute 31% of the north downwind arrivals, particularly those from Oregon, Washington state, Nevada, Idaho, Montana, Alaska, and western Canada to join the LAX final approach farther east utilizing an existing route currently in use for ONT arrivals. The proposal will add 5% or less of additional flight time. The proposal includes a request that the FAA conduct further analysis to determine feasibility and any potential next steps.

Roundtable member discussion ensued. Roundtable Member, Allen Wu, expressed concerns about shifting operations and potential noise farther to the east. He also expressed concerns about the potential feedback by the residents in that area.

Roundtable Member, Jacqueline Hamilton, claimed a great amount of people will benefit from the potential change and is interested in an analysis to further evaluate the noise impact. She also thanked Geoff Thompson.

Roundtable Member, Jeff Moskin, replied to Allen Wu that aircraft will utilize reduced thrust and higher altitude crossing heights over the eastern area that would be potentially impacted.

The Chair called for a vote. Allen Wu opposed the vote and Roundtable Member, Kathryn Pantoja, abstained. The motion passed by acclamation.

Geoff Thompson asked the FAA when a full dialogue will be established with the Roundtable due to the conclusion of the lawsuit. The FAA responded that they expect to have an answer at a later time.

Geoff Thompson closed out the presentation with a quick update on the altitude trends for the DAHJR and GADDO waypoints located along the north downwind arrival route into LAX.

7. Presentation from Spirit Airlines on Noise Abatement and Flight Operation

Carl Stallone briefed the Roundtable with a presentation regarding aircraft noise and flight operations.

The presentation included common noise sources of an aircraft including the engine, the airframe, and the turbulence caused by aircraft. Dominant noise sources depend on an aircraft arrival or departure. Weather can also be a factor.

Roundtable Member discussion ensued. Geoff Thompson thanked Carl Stallone for his presentation and stated that vortex generators and other turbulence mitigation devices should be mandated for all aircraft.

Carl Stallone asked Kathryn Pantoja if there are noise monitors placed by the DAHJR and GADDO waypoints. She stated there are no permanent noise monitors at those locations.

8. Roundtable Member Discussion

Alternate Roundtable Member, Timi Romolini initiated the member discussion by requesting a new agenda item to discuss the LADYJ modification proposal at the next roundtable meeting. She would like to revert the LADYJ route to the pre Next Gen route. Roundtable Chair Denny Schneider referred this item to the Metroplex/Wide Area Ad Hoc Committee for discussion.

Jeff Camp reiterated the progress of today's Roundtable meeting including the submittal of the north downwind proposal to the FAA, the success of the aforementioned lawsuit, and the opportunity for future dialogue with the FAA on air traffic and noise issues going forward.

Roundtable member, Henry Lo, requested to share data with the Roundtable that was submitted to him by a resident in Monterey Park. The data includes audio recordings and aircraft activity logs. The Secretary will share the data with the FAA and the Roundtable.

The Facilitator reminded Roundtable members that only one representative per organization is allowed to have a seat at the Roundtable and vote on the action items. It is important for the alternative member to keep abreast of Roundtable proceedings and attend meetings, but only the one member should enter into dialogue during Roundtable proceedings unless time allows, and at the discretion of the Chair. The Chair agreed to work with the Facilitator to keep to this order at future meetings.

9. Review of Roundtable Action Items

Roundtable Facilitator reviewed the formal actions and member requests.

10. Adjournment

The meeting was adjourned at 3:50 pm. The next virtual meeting is scheduled for Wednesday, September 15, 2021 at 1:30 pm.