



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 8, 2020

Los Angeles International Airport
Clifton A. Moore Administrative Building
Samuel Greenberg Board Room
1 World Way, Los Angeles, CA 90045

Roundtable Members Present

Denny Schneider, Chair, Alliance for a Regional Solution to Airport Congestion
Carl Jacobson, Vice Chair, City of El Segundo
Richard Montgomery, 2nd Vice Chair, City of Manhattan Beach
Jim Withrow, City of Inglewood
Geoff Thompson, City of Los Angeles – 11th District
Blake LaMar, City of Palos Verdes Estates
Robert Nemeth, City of Rancho Palos Verdes
Jacqueline Hamilton, U.S. House of Representatives – 37th District
Danna Cope, LAX Area Advisory Committee
Jeff Moskin, Raintree Condo & Townhouse Association
Jim Reed, 360 at South Bay Homeowners Association
JoAnn Williams, United Homeowners Association
Gavin Abercrombie, United Neighborhoods Neighborhood Council
Kathryn Pantoja, Los Angeles World Airports

FAA

Tamara Swann
Dave Foyle
William Freeman

LAWA and Consultant Staff

David Chan, LAWA
René Spencer, LAWA
Eugene Reindel, HMMH Inc.
Mariano Sarrate, HMMH Inc.

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Gene Reindel welcomed the members and the public, and indicated his role was to ensure that all participants stay on topic so that the meeting stays on schedule.

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

Chairman Schneider called the meeting to order and asked Roundtable members to introduce themselves.

3. Comments from the Public

A resident from West Adams noted that she had a chance to review the evaluation results of the North Downwind Arrival Route alternatives earlier this week and provided a handout consisting of the community's feedback on that study to Roundtable members for consideration.

A resident from Culver City asserted that the FAA with its expertise in air traffic should look into the Community Proposal further for possible implementation. He also suggested that the study should use an alternative noise metric to evaluate noise impacts.

A resident from West Adams encouraged Roundtable members to look past the faults of the proposal and offer a course of action in moving this proposal forward.

A resident from Culver City suggested dispersing the north downwind arrival route using current GPS technology as a way to reduce noise.

4. Introduction of New Roundtable Facilitator

LAWA Staff David Chan introduced Gene Reindel and noted his experience as a roundtable facilitator and as an aviation-noise consultant. Chairman Denny Schneider and Roundtable members also welcomed Gene.

5. Consideration of sending a letter to FAA requesting coordination between Los Angeles Center and Southern California TRACON to reduce aircraft flying over Palos Verdes Peninsula

Member Robert Nemeth discussed the letter that he proposed sending to the FAA to request coordination between two FAA air traffic facilities (SoCal TRACON and L.A. Center) to ensure consistent use of an existing standard operating procedure to reduce Palos Verdes overflights. Member Nemeth motioned to submit the letter. Member Blake Lamar seconded the motion and the motion was approved by acclamation.

6. Consideration of sending a letter to FAA to encourage expediting the release of the FAA's Noise Annoyance Study Results

Chairman Denny Schneider stated that the FAA Annoyance Study results have not been formally released yet. He called for a vote to send a letter to the FAA to request expediting the release of the study results. A Roundtable member motioned to submit the letter. Another Roundtable member seconded the motion. No discussion followed. The decision to approve the motion was unanimous.

7. Presentation of Study Results for Technical Assessment and Noise Evaluation of Community Proposal for North Downwind Arrival Route

Randy Waldeck and Dennis Hughes of CSDA Design Group presented the results of the technical assessment and noise evaluation of the two options of the Community Proposal for the North Downwind Arrival Route. The objective was to assess the validity of the proposed routes and the noise effect of these proposed changes on communities.

The results of the technical assessment indicated that the proposed route under Option A would conflict with other existing flight procedures, increase controller and traffic management workload, increase congestion of Class B/C airspace, increase cockpit workload, and likely impact cargo and passenger capacity due to additional fuel required to fly the proposed flight path. Findings of the noise evaluation for Option A showed a decrease of noise for communities along the proposed north downwind arrival route and an increase of noise for communities farther east along the final approach path for LAX, resulting in a shifting of noise from one area to another.

The technical assessment findings of Option B noted that a large scale redesign of the Southern California airspace is required in order to move all aircraft on the existing North Downwind Arrival Route to the proposed route under Option B. In particular, oceanic flights would not be able to use Option B as this proposed route involves much longer flight distances for these aircraft and associated air traffic implications. Other technical assessment findings for Option B are similar to those noted for Option A. As Option B was considered infeasible, the noise analysis for this option was not conducted. Since the location where proposed Option B flight tracks join LAX East Arrivals on final approach would be similar to that of Option A, CSDA anticipated that the noise evaluation would yield similar results to Option A.

A resident stated the proposed community flight tracks for Option A that were presented in the analysis are not the same as what the community initially provided. CSDA noted that they made slight modifications to ensure that the tracks are acceptable and compatible with the AEDT model.

Another resident expressed concerns over the accuracy of the noise modeling since the AEDT model does not calculate noise above 6,000 feet and also noted that the selection of the representative aircraft for the noise modeling should have been changed from a B737 to a larger/noisier aircraft. CSDA noted that they followed FAA instructions to override the 6,000 ft. limitation in the AEDT model to ensure accuracy and selected the B737 as the representative aircraft for the model since it is the most common aircraft operating at LAX.

CSDA consulting team also addressed several other comments and inquiries received during the presentation.

In closing their presentation, the consultant team shared their experiences in Northern California where they conducted analyses for similar proposals and noted that the FAA would not support proposals that involve shifting noise from one community to another. CSDA added that the present proposals would need consensus from affected communities and acceptance from various aviation stakeholders before moving forward. CSDA noted that given that the Community Proposal at LAX has the potential to cause increased airspace conflicts, increased controller/pilot workload, increased noise for new communities, and other implications, it is highly unlikely that the FAA would consider adopting either option of the Community Proposal.

8. Roundtable Discussion

Roundtable members discussed the possibility of submitting the Community Proposal to the FAA for consideration. Given the concerns that there is a high probability that the FAA will not adopt the proposal, the Roundtable agreed not to submit the Proposal in its current form.

Geoff Thompson offered to work with the Quiet Skies CA group and LAWA in his Metroplex Ad Hoc Committee to explore Option B of the proposal further. LAWA Representative Kathryn Pantoja stated that LAWA's radar data limitations may hinder the additional study of Option B.

The Roundtable deferred taking action on the submittal of the Community Proposal and Study Results to the FAA for consideration and requested that the Metroplex Ad Hoc Committee look further into Option B of the proposal by examining and clarifying the scope and necessary data needed for potential analysis.

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

Metroplex Ad Hoc Committee Chair Geoff Thompson provided an update on the altitude trends for the DAHJR and GADDO waypoints located along the North Downwind Arrival Route and the Committee's efforts in working with the FAA to keep those aircraft at or above the minimum altitude for DAHJR between 1 AM and 5 AM. He noted that the number of planes flying below 6,000 ft. MSL at DAHJR during said time periods remained very low for the past several months but a slight increase occurred in November 2019. He noted that he is monitoring the altitude trends and will notify the FAA if needed. He also reminded the Roundtable that due to a recent lawsuit filed against the FAA by the City of Los Angeles, the committee has not been meeting.

10. Roundtable Member Discussion

2nd Vice Chair Richard Montgomery inquired about the potential construction activity at LAX that may cause increased plane noise over his area in Manhattan Beach. LAWA

staff David Chan explained that is no current major construction activity relating to runways that might affect aircraft operations causing a change in aircraft noise. He noted that ongoing runway closures for maintenance and repair are occurring that may temporarily cause some residents to notice aircraft noise. Chair Schneider requested that LAWA consider providing an update on construction activity that may impact operations at a future meeting.

A resident commented that the Roundtable By-Laws should be augmented to include certain qualifications to allow the shifting of noise, in order to alleviate the noise exposure of communities that are most affected. Chair Denny Schneider requested that the By-Laws Ad Hoc Committee look into the community-proposed change of the By-laws verbiage.

11. Review of Action Items

Roundtable Facilitator Mr. Reindel reviewed the formal actions taken during this meeting, which are noted earlier in this meeting recap.

12. Adjournment

The Roundtable adjourned at 9:05 pm and set the next meeting for March 11, 2020 at 6:30 pm in the Samuel Greenberg Board Room, in the Los Angeles International Airport Clifton A. Moore Administrative Building, located at 1 World Way, Los Angeles, CA 90045.