



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 11, 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
Jim Clarke, City of Culver City
Stacey Armato, City of Hermosa Beach
Jim Withrow, City of Inglewood
Geoff Thompson, City of Los Angeles – Council District 11
Blake LaMar, City of Palos Verdes Estates
Robert Nemeth, City of Rancho Palos Verdes
Jacqueline Hamilton, U.S. House of Representatives – 37th District
Jim Robilotta, 360 at South Bay HOA
Jeff Moskin, Raintree Condo & Townhouse HOA
JoAnn Williams, United Homeowner Association
Gavin Abercrombie, United Neighborhoods Neighborhood Council
Kathryn Pantoja, Los Angeles World Airports

Airlines

Karl Blackmun, United Parcel Service
Alberto Diaz, United Airlines
Carl Stallone, Spirit Airlines

FAA

Tamara Swann, Deputy Regional Administrator
William Freeman, Community Engagement Officer

LAWA and Consultant Staff

David Chan, Secretary, LAWA

Gene Reindel, Facilitator, HMMH

Mariano Sarrate, Scribe, HMMH

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator, Gene Reindel, welcomed the Roundtable members and the public to the meeting, and indicated one of his roles as the Facilitator is to maintain order to the meeting so it remains on schedule. Mr. Reindel stated he was going to implement a bit more structure to the meetings based on observations at the January 2020 meeting. He stated the third agenda item is for public comment. As for other agenda items, the Chair will first allow members to discuss each of the agenda items and then, at the Chair's discretion, may open up discussion to the public, time permitting.

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

Chairman Schneider called the meeting to order, asked a member to lead the Pledge of Allegiance, and asked the Roundtable members to introduce themselves followed by those in the audience.

3. Comments from the Public

A resident from West Adams stated he never noticed aircraft activity in his area until 2 months ago. He noted low flights over his home and a subsequent increase of complaint submittals. He also claimed there were flight track changes over his area.

4. Work Program C3 – Presentation on Proposed Legislation on Aircraft Noise Issues

Gene Reindel, Facilitator, presented recently proposed federal legislation related to aviation, which may be of interest to the Roundtable. Federal legislators introduced a number of resolutions, most of which are likely in response to the FAA's implementation of NextGen aircraft procedures, such as the Southern California Metroplex, and perceived lack of community engagement by the FAA including community roundtables. The proposed resolutions have not gone to committee and no way to know at this time whether they will make it to committee or be voted out of committee.

In addition to the proposed resolutions, two federal legislators wrote a letter to the Government Accountability Office, requesting an investigation into whether the FAA adequately measures noise, mitigates noise impacts and conducts public outreach. Mr. Reindel stated that it is interesting to see the lawmakers using another avenue available to them, which is going to the GAO for action.

A map was shown indicating the federal representatives sponsoring the proposed resolutions and their respective jurisdictions. Eight out of the 11 proposed bills have co-sponsor support of Los Angeles area representatives. The 11 bills and their respective effects were presented. The Facilitator recommended the Roundtable members review the proposed House Resolutions presented tonight and determine by the next meeting if the Roundtable should formally support, support with modification, or oppose any of the proposed bills.

5. 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 into LAX and the Committee's efforts in working with the FAA to keep those aircraft at or above the minimum altitude for DAHJR, specifically during the late night/early morning hours between 1:00 and 5:00 am. He noted a spike in low altitude crossings in January 2020 as compared to recent previous months.

Mr. Thompson solicited an opinion from the FAA members present on the low altitudes recorded at DAHJR waypoint during the January 2020. FAA Deputy Regional Administrator, Tamara Swann, responded that the FAA made a note of the concern and would return with an official response for the next Roundtable meeting.

A Roundtable member requested the specific aircraft and airline information for the low flights exhibited in the analysis to determine if trends might show these low flights are related to a specific or select few airlines or aircraft types. Mr. Thompson agreed to look further into the data to see if any such trends exist and present the results at the next Roundtable Meeting.

A community member asked if the analysis data incorporates cargo and passenger flights. Mr. Thompson confirmed that both cargo and passenger operations are included in the data.

Mr. Thompson provided a follow up on the Quiet Skies California response to the CSDA analysis of the community proposed options A and B related to north downwind arrivals. Option A was refined with updated altitudes at the proposed waypoints as

compared to the information analyzed by CSDA. Quiet Skies CA proposed a refined flight track geometry for option B that would warrant a noise analysis similar to what was done for Option A.

Mr. Thompson concluded his presentation with an update on the legal action filed against the FAA. As of February 26, 2020, the city attorney filed a motion for Summary Disposition and Vacatur to the federal court. If accepted, the legal action may be expedited.

Mr. Thompson commended Quiet Skies CA for their additional work to Options A and B. A Roundtable member asked if the Committee has determined a preferred option – Option A or B. Mr. Thompson responded that no recommendation has been made yet. The representative in the audience from Quiet Skies CA stated they have a preference for Option B.

Chairman Denny Schneider asked if the refined Option A altitudes are in accordance with a 3-degree glide slope for final approach. Given that the stated altitudes were intended to be minimum altitudes rather than actual expected altitudes, it was indeterminate, but likely the proposed altitudes would allow for a 3-degree glide slope.

Members noted that level flight produces more noise compared to a continuous descent. Since many of the proposed altitudes were the same, members wondered if this implies that areas represented by the same altitudes would result in aircraft being at level flight. The response was that the altitudes are detailed as a minimum altitude required, allowing for pilots to fly higher if they so desired, thus not implying level flight was recommended in those areas.

A pilot from United Airlines commented on the low altitudes experienced at certain waypoints along the downwind arrivals routes, stating pilots generally use visual approaches compared to instrument approaches. The pilot also expressed concerns about air traffic congestion at the apparent merging point, as proposed under Options A and B, for final approach into LAX.

Due to discussion related to the next steps for the Quiet Skies CA proposals, the Facilitator asked the Committee Chair if the Committee would be prepared to make a recommendation for proceeding at the next meeting. Mr. Thompson responded the Committee would not be prepared to do so until the Roundtable determined whether they would change the By-Laws in relation to the “shifting noise” clause that prohibits the Roundtable from making recommendations that would shift noise from one community to another.

6. Initial Discussion of Considering Amending Roundtable By-Laws to Include Certain Criteria to Allow Shifting of Noise

The Chair led the Roundtable in discussion of potentially amending the By-Laws in regard to “shifting noise”. A Roundtable member recommended changing a portion of the By-Laws to include language that may allow for some shifting of noise, depending on the severity of the resulting shift. Another member suggested the Roundtable review other roundtables’ by-laws in regards to similar language, such as San Francisco, Oakland, San Jose, Baltimore and Boston. The Facilitator informed the Roundtable that the FAA’s expected approach is that all potentially affected communities from a proposed procedure change be informed and allowed to comment on the proposal.

Roundtable Chairman summarized that the Roundtable is seeking language that allows for flexibility of operations/flight tracks rather than moving all of the noise to a specific area. The Facilitator asked By-Laws Committee Chair, Carl Jacobson, if he had enough information at this time to meet with the By-Laws Committee to make a decision on changing By-Laws verbiage. The Committee Chair responded that more information would likely be required, but the Committee would attempt to create two or three options for language revisions in the By-Laws and report the results at the next Roundtable meeting.

Denny Schneider concluded that there would be no action taken on amending the current By-Law language at this meeting and the effort would be pursued pending completion of the report from the By-Laws Committee expected at the next Roundtable meeting.

7. Briefing on LAWA’s Efforts to Reduce Deviation from Over-Ocean Operations

LAWA Staff David Chan briefed the Roundtable on LAWA’s efforts to reduce deviations from Over-Ocean Operations (OOO). Mr. Chan noted that the vast majority of the deviations are attributed to certain weather conditions and runway closures. Furthermore, Group 6 (very large) aircraft are also a contributing factor for the deviation of nighttime over ocean operations due to their relatively large wingspans and limited runways available at LAX that can accommodate these aircraft. In essence, Group 6 aircraft can primarily depart on two runways, 25L and 24L, at LAX. When runway 25L is closed, these aircraft would then need to depart on 24L on the north complex, which would conflict with aircraft arrivals on the same runway complex during the over-ocean traffic flow.

In an effort to reduce OOO deviations, LAWA implemented an improved runway closure planning and scheduling strategy to minimize the closure of runway 25L necessary for

maintenance, and submitted a Modification of Standards (MOS) to the FAA concerning Group 6 aircraft to provide an alternative runway option for these aircraft. The MOS was approved by the FAA and resulted in a new procedure for B747-800 aircraft to depart Runway 25R when Runway 25L is closed for construction/maintenance. The MOS does not apply to the A380 aircraft since using Runway 25R with its very long wingspan (262 ft.) would require closing two major parallel taxiways that would significantly impede other aircraft movements. Therefore, a slight delay may occur in commencing OOO when runway 25L is closed to allow any A380s to depart from the north complex prior to transitioning to OOO. Despite this limitation, the MOS reduces the requirement to deviate from Over-Ocean Operations associated with a runway closure affecting Group 6 aircraft. A decrease in the percentage of OOO deviations was exhibited post MOS implementation.

A member asked what else can be done to mitigate the deviations. Kathryn Pantoja, LAWA Representative, responded that weather is the one of the significant factors and that is out of LAWA control.

Another Roundtable member asked why easterly departures that turn and overfly South Bay communities were not considered in the analysis. Kathryn responded that easterly departures are operations dictated by wind conditions. Aircraft typically would have to take off into the wind for performance. When the wind direction changes, the air traffic flow would have to change as well. These easterly departures typically occur about 5 % of the time in a given year.

A Roundtable member expressed concerns about concentrated flights over the South Bay area during easterly operations and requested that better dispersion occur over the surrounding areas. Another Roundtable member responded that the FAA's Metroplex Project caused the concentration of flight paths over many communities.

8. Work Program B3 – Update on LAWA's Adoption of Penalties for Engine Run-Up Restrictions at LAX

Kathryn Pantoja provided an update on LAWA's adoption of imposing penalties for the engine run-up restrictions at LAX currently in place from 11 pm to 6 am. She noted that the Council ordinance that went into effect December 2019 would allow LAWA to impose fines for operators that perform any run up during the restricted hours, 11 pm to 6 am. Penalties include a letter of admonishment for the first offense, \$2,000 fine for the second, \$4,000 fine for the third, and \$8,000 fine for the fourth and subsequent offenses. Ms. Pantoja confirmed when asked that the Airfield Operations Group logs engine run up violations.

Roundtable Vice-Chair Carl Jacobson asked about the status of proposed run up enclosures on the airfield. Ms. Pantoja responded by stating that a siting study was completed, but there has been no progress beyond the study, and other projects on the airfield have likely removed the possible areas for such a structure.

9. Review/Approval of Roundtable Work Program

David Chan presented updates on the Roundtable work program. The updates were exclusively related to the progress achieved in 2019. Roundtable discussion ensued.

A Roundtable member reminded LAWA to provide the “raw” data from the 360 at South Bay Community study that determined weather conditions were the predominant factors in LAX aircraft noise being louder during specific periods as compared to other periods.

Geoff Thompson asked the FAA to consider providing a response to the Roundtable’s request to alter the JUUSE waypoint position.

It was requested of the Roundtable that an extensive review be performed of the priorities, level of effort, time available by LAWA staff and whether to keep, amend, remove or add specific Work Program items. A Roundtable member moved to approve the updated work program with the caveat that a more extensive review needed to occur at an upcoming meeting. The motion was seconded and unanimously approved.

10. Briefing on UC Davis Noise Symposium

Roundtable Chairman Denny Schneider summarized his attendance at the UC Davis Airport Noise and Air Quality Symposium. Denny commented on the notable diversity of aviation related professionals in attendance. He expressed concern over the delay of the FAA’s 20 airport annoyance study results. He expressed admiration over the European aviation officials that examine the effect of newly implemented flight track changes. He expressed concern over the increased discussion of urban air mobility at the symposium. Denny also expressed admiration of the United Airlines research on alternative fuel sources for jet aircraft.

A United Airlines pilot mentioned there is research ongoing to convert landfill trash into jet fuel. Another Roundtable member noted how community engagement conversations were prevalent at the Symposium, and that there was much to learn from the foreign-national aviation administrations with regard to community engagement procedures. Roundtable Facilitator clarified that the 20 airport annoyance study results are due by

October 2020 per the 2018 Reauthorization Bill, and that the FAA stated they remain on schedule for that deliverable date.

11. Roundtable Member Discussion

No further discussion requested and the Chair closed this Agenda Item without discussion.

12. Review of Roundtable Action Items

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

13. Adjournment

The meeting adjourned at 9:05 pm.