



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 14, 2018

Roundtable Members Present

Denny Schneider, Westchester Neighbors Association
Carl Jacobson, City of El Segundo
Robert Nemeth, City of Rancho Palos Verdes
Albiza Del Valle, City of Los Angeles – Council District 8
Jeff Camp, City of Los Angeles – Council District 10
Geoff Thompson, City of Los Angeles – Council District 11
Danna Cope, LAX Area Advisory Committee
JoAnn Williams, United Homeowners Association
Michael Salman, United Neighborhoods Neighborhood Council
Martin Rubin, North Westdale Neighborhood Association
Jim B. Clarke, City of Culver City
Teresa Real Sebastian, City of Monterey Park
Olivia Valentine, City of Hawthorne
Jim Withrow, City of Inglewood
Bob Brager, City of Malibu
Jacqueline Hamilton, U.S. House of Representatives – 37th District
Hamilton Cloud, U.S. House of Representatives – 43rd District
Kendrick Okuda, Los Angeles World Airports (LAWA)

Guest Speaker

Jeff Calvagna, Rancho Palos Verdes Resident

LAWA and Consultant Staff

Samantha Bricker, LAWA
David Chan, LAWA
Steve Alverson, ESA
Camille Castillo, ESA

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Steve Alverson welcomed the members and public and indicated his role was to ensure all participants stay on topic so that the meeting stays on schedule. He explained the three-minute time limit for each public comment.

2. Call to Order, Pledge of Allegiance, and Introductions

Chairman Schneider called the meeting to order and gave a brief summary of the Roundtable's role and responsibilities, its membership as well as LAWA's and the FAA's roles in addressing aircraft noise issues.

Kendrick Okuda recognized Samantha Bricker; Deputy Executive Director of LAWA Environmental Programs Group.

Member Clarke recognized the attendance of the Alternate for the City of Culver City, Göran Eriksson and acknowledged June Lehrman who previously served as the City of Culver City's Roundtable representative.

3. Comments from the Public

Seven residents from West Adams, Santa Monica, Culver City, Rancho Palos Verdes and Redondo Beach made public comments. These comments covered a variety of concerns including aircraft noise affecting their respective communities, sleep disturbance, deviation from Over-Ocean Operations, aircraft operations from Hawthorne Airport, and other matters.

The Roundtable Facilitator noted that the Roundtable is only charged with addressing noise from LAX aircraft operations and does not include operations from Hawthorne Airport. Chairman Schneider reiterated the role of the Roundtable as an advisory group that has no power directly to make changes to aircraft flight paths, which is the sole responsibility of the FAA.

4. LAX Metroplex/Wide Area Ad Hoc Committee Report

Ad Hoc Committee Chair, Member Thompson, briefed the Roundtable on the points discussed, timelines, and the activities of the Ad Hoc Committee since the previous meeting in January 2018. He explained the various waypoints along the North Downwind arrival flight path and reviewed the January to February 2018 altitude data trends for the DAHJR and GADDO waypoints that emphasized the percentage of flights flying at or below the 6,000-foot minimum altitude at these two waypoints. He noted that the flights flying under 5,000 feet are the source of noise disturbances for the residents. He also noted that the Ad Hoc Committee analyzed altitude data for the BAYST and JUUSE waypoints.

He provided a recap of the meeting that occurred between elected officials and SoCal TRACON staff during which the elected officials presented the altitude data provided by LAWA for the DAHJR and GADDO waypoints and asked TRACON to investigate why the aircraft altitudes in the November data at DAHJR were higher than other months. He indicated that SoCal TRACON offered several explanations for why aircraft were below the 6,000-foot altitude at the DAHJR waypoint. He noted that TRACON explained that because most of the aircraft arrivals at LAX come in from the east, the North Downwind arrivals have to be merged into the traffic coming from the east and this merging of the arrivals may require

air traffic controllers to bring aircraft in at altitudes below the 6,000-foot level. He noted that the Ad Hoc Committee also established contact with the correct group at FAA. Member Thompson stated the Ad Hoc Committee still has a number of questions, understands the public's questions and concerns, and has scheduled a follow-up meeting with the TRACON.

Member Salman reported that individual TRACON facilities have the authority to write their own local rules, which may deviate from published FAA procedures. One of the items discussed with TRACON was the possibility of writing standards to keep aircraft above 6,000 feet and avoid flying low at night and possibly during the day. He indicated another issue raised with the TRACON was that flight tracks over the GADDO waypoint were deviating 5 to 10 miles farther east and making U-turns over a dispersed pattern rather than turning toward LAX west of the 710 freeway.

Member Thompson also stated the Ad Hoc Committee would continue to work with LAWA to obtain the requested altitude data. LAWA representative Kendrick Okuda expressed gratitude for the Committee's presentation, indicated he was encouraged by the FAA's engagement on this issue, and is looking forward to future collaboration with the FAA.

5. General discussion of Roundtable Administrative support by member Cities - All

Chairman Schneider noted that the Roundtable is working to become a self-supporting organization. He expressed gratitude for LAWA's continuing support of providing data that the Roundtable uses to evaluate current operations that are causing aircraft noise concerns. He also expressed gratitude to the City of Culver City, City of Monterrey Park, and City of Malibu for their collaboration in working toward a self-supporting Roundtable.

6. LAWA and Roundtable Website status

Kendrick Okuda presented the status of the Roundtable website. He noted the website links have been reestablished and are accessible at www.lawa.org/laxnoise.

7. Rancho Palos Verdes Presentation on Aircraft Overflights

Member Nemeth introduced Jeff Calvagna, an aerospace engineer and resident of Palos Verdes near San Pedro to discuss LAX departure overflights of Palos Verdes and San Pedro. He noted that these LAX departure overflights have dramatically increased since the implementation of NextGen Metroplex procedures. He indicated that the OSHNN8 Standard Instrument Departure (SID) is a noise abatement flight path. However, air traffic controllers in the SoCal TRACON facility have been routinely short-cutting noisy departures over Palos Verdes and San Pedro neighborhoods. Mr. Calvagna observed that only 20 percent of the flights follow the OSHNN8 SID flight path while 80 percent of the flights are being vectored by controllers. Mr. Calvagna listed potential reasons for these shortcuts such as, ATC and pilots do not like OSHNN8 because it is inconvenient and its use takes more time due to complexity. He recommended that the Roundtable ask the FAA to follow their own procedures and not deviate from the OSHNN8 SID unless there is a legitimate reason.

Member Nemeth made a motion authorizing the Roundtable Chairman to write a letter as promptly as possible to the FAA and other parties recommended by the Roundtable that addresses three requests:

1. Air traffic controllers to adhere to the OSHNN8 published procedure.

2. When necessary for spacing, air traffic controllers vector jets from the OSHNN8 procedure beginning east of the HOLTZ waypoint.
3. Air traffic controllers raise the 5,000-foot altitude restriction on Mokulele Airlines' Cessna Caravan turboprops overflying the Palos Verdes Peninsula.

The motion was seconded by Member Real Sebastian and unanimously passed by the Roundtable.

LAWA staff member David Chan commented that the change in flight path is most likely related to waypoint changes associated with the OSHNN8 procedure that resulted in a shift of the departure path causing more aircraft to fly over PV when they are vectored by FAA. Mr. Chan also commented that the altitudes of the jet aircraft overflying the Palos Verdes Peninsula are very high. He noted that according to current noise abatement procedures, when jets reach 13,000 feet or higher, the FAA can vector them over the Palos Verdes Peninsula.

Member Salman commented that the situation is similar to north downwind arrivals; however this is a lateral performance change compared to an altitude issue. Member Salman asked Mr. Calvagna about altitudes of aircraft over the southern Palos Verdes Peninsula. Mr. Calvagna responded that the aircraft are usually at 10,000 to 11,000 feet.

8. Status of 360 at South Bay Community Noise Evaluation – LAWA staff

David Chan informed the Roundtable that in November 2017, a request was made of LAWA to conduct a study of the aircraft noise affecting 360 at South Bay community. Mr. Chan noted that this noise evaluation will consist of two major parts:

1. Investigate past events based on dates and time provided by the 360 group to see if there is a correlation with specific events at LAX.
2. Conduct noise measurements at 360 complex to further confirm the noise source(s).

Member Valentine thanked LAWA for conducting the study and asked how long the study would take. Mr. Chan noted that the study would take two to three months to complete and the findings would be presented at the Roundtable meeting following the completion of the study. She also inquired whether the study will examine potential ways to reduce noise affecting the 360 complex. Mr. Chan indicated that at this point, the main focus of the study is to identify the noise problem and if there is an opportunity to look at potential solution then that can be examined later on.

9. Roundtable member discussion

Chairman Schneider suggested when performing evaluations for North Downwind Arrivals, the Ad Hoc Committee should continue to collaborate with the Roundtable members on the eastern end of the flight path.

Member Cope requested the priority level of the low frequency noise issue be changed to a high priority issue due to the lack of regulations for new aircraft technology and the noise impacts that may result.

Member Salman commented on the Office of Inspector General's report that focused on financial management at the FAA and found that the FAA system for managing contracts is in disarray. Member Salman noted that many parts of the Federal government are in an institutional crisis, especially the FAA.

Member Thompson commented that the federal government has been in the news for delaying budgets; noting that the FAA does not have long-term funding.

Chairman Schneider requested that for periods when the FAA knows that a runway at LAX will be closed for long-term maintenance, the FAA consider implementing noise abatement measures that will reduce the impact of aircraft noise on the communities.

David Chan recognized the new Roundtable representatives from the City of Culver City and Congresswoman Maxine Waters Office and handed out new Member notebooks that provide all of the background documents related to the Roundtable's formation and operation.

Member Hamilton stated how thankful she is to LAWA for providing the altitude data analysis and expressed her gratitude for the robust support of Kendrick Okuda, David Chan, and Samantha Bricker. Member Camp seconded Ms. Hamilton's comment.

10. FAA Reauthorization Bill update

Steve Alverson briefed the Roundtable on updates to the FAA Reauthorization Bill. He indicated Congress passed a temporary bill to continue FAA's funding authorization through March 29, 2018; however, there is no promise of a long-term authorization bill passing soon. He noted that at the time of the previous Roundtable meeting, Representative Bill Shuster was pushing for privatization of the FAA's air traffic control services. However, Representative Shuster has announced his retirement and withdrawn his privatization proposal from the current FAA reauthorization legislation. As such, there is no immediate need to send a letter to Representative Shuster opposing privatizing the air traffic control services, since the proposal is no longer included in the legislation. Mr. Alverson noted that he conducted a brief email exchange with Chairman Schneider in which he suggested to draft the letter to Representative Shuster in case it was needed in the future. Chairman Schneider asked the Roundtable if any member opposed sending the letter; there were no objections.

Member Hamilton suggested that the Roundtable may also want to consider providing language to include in the FAA Reauthorization Bill that addresses aircraft noise issues. Member Real Sebastian suggested including language that requires an FAA member to be present at all Roundtable meetings. Member Camp suggested to include language in the legislation that requires the FAA to follow their own documented procedures. Member Thompson recommended to Member Hamilton that the best forum is to engage with the individual communities and have the local congressional offices submit a joint letter that includes appropriate issues for consideration.

11. Brief general status of Culver City et. al. litigation on FAA Metroplex changes – Jim B. Clarke, City of Culver City

Member Clarke explained that the City of Culver City filed a lawsuit against the FAA in October 2017 that challenged the Finding of No Significant Impact in the Metroplex Environmental Assessment (EA). He noted that Newport Beach, Laguna Beach, and

Benedict Hills Estates (HOA) also filed lawsuits. All of these lawsuits were combined and transferred to the Federal district court. He explained that mediation was required as part of the legal proceedings and Newport Beach and Laguna Beach were able to reach an agreement with the FAA. He noted that the City of Culver City and Benedict Hills Estates are pursuing the lawsuit. The City of Culver City presented several alternatives to FAA, but they were all rejected. He added that the filing of briefs is due on March 15, 2018 and is made up of three items including: noise standards FAA used were not compliant with the Community Noise Equivalent Level (CNEL) used in California, the EA was not compliant with the Clean Air Act, and the EA was not compliant with greenhouse gas emission standards. He indicated that there is an opportunity for other parties to file Amicus briefs. Member Clarke stated the Santa Monica Canyon Civil Association has filed an Amicus brief and former Roundtable member Stephen Murray is also filing as a petitioner. Mr. Clarke noted that there are two qualifications for Amicus briefs which are: the complaint must discuss an issue from the original complaint, and it must be filed by Friday, March 23rd.

Member Clarke also noted that Culver City is currently looking at proposals related to the FAA Reauthorization bill, cumulative noise standards, glide slope standards, and Institute for Health to perform health impact studies from noise to create a legislative structure.

12. Location and time for next meeting; Action items generated

Mr. Alverson reviewed the formal actions taken, which are noted earlier in this meeting recap.

David Chan noted that the next regular Roundtable meeting will be held in the Samuel Greenberg Boardroom at LAX on Wednesday, May 9, 2018 at 7 pm PDT.

Chairman Schneider shared that there have been requests to move the meeting location, but suggested this item should be discussed at the next meeting.

13. Adjournment

Chairman Schneider adjourned the meeting at 8:49 pm PDT.