



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 9, 2019

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, Westchester Neighbors Association
Carl Jacobson, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Robert Nemeth, City of Rancho Palos Verdes
Albizaél Del Valle – Council District 8
Jeff Camp, City of Los Angeles – Council District 10
Geoff Thompson, City of Los Angeles – Council District 11
JoAnn Williams, United Homeowners Association
Gavin Abercrombie, United Neighborhoods Neighborhood Council
Martin Rubin, North Westdale Neighborhood Association
Goran Eriksson, City of Culver City
Jim Withrow, City of Inglewood
Jacqueline Hamilton, U.S. House of Representatives – 37th District
Jim Robilotta, 360 at South Bay Homeowners Association
Mary Campbell, City of Hermosa Beach
Kendrick Okuda, LAWA

LAWA and Consultant Staff

Kathryn Pantoja, LAWA
David Chan, LAWA
Catalina Saldivar-Chavez, LAWA
Steven Alverson, ESA
Karen Calderon, 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.

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

Mr. David Pearson, a representative from Quiet Skies Idyllwild, commented on the impacts of aircraft noise for the community of Idyllwild, a mountain town approximately 100 miles east of LAX in Riverside County. He noted that the implementation of NextGen increased the frequency of overflights from five to up to 260 per day, at an altitude of approximately 31,000 feet. He noted that due to topography, the aircraft noise of each overflight reverberates for approximately 3 minutes. Given that the FAA did not consult the community, he is requesting that the FAA cancel the new routes over Idyllwild and place them back where they were before the implementation of the SoCal Metroplex.

4. Acknowledgment of New Representatives from City of Hermosa Beach

LAWA staff member David Chan acknowledged Stacey Armato and Mary Campbell (alternate), as the new Roundtable representatives for the City of Hermosa Beach. Mary Campbell introduced herself to the Roundtable.

5. Reappointment of At-Large Members for Another Two-Year Term

Mr. Chan explained that, per the bylaws, the Roundtable requests community group at-large members to send in letters requesting reappointment every two years. He noted that out of the six community groups he reached out to for reappointment letters, five responded, including North Westdale Neighborhood Association, Westchester Neighbors Association, United Neighborhoods Neighborhood Council, 360 at South Bay, and United Homeowners Association. He added that the Bluff Park Neighborhood Association did not submit a letter requesting reappointment.

Member Camp made a motion to reappoint the five at-large members for another two-year term. The motion was seconded by Member Eriksson, and unanimously passed by the Roundtable. Chairman Schneider requested that Mr. Chan reach out to the Bluff Park Neighborhood Association one more time. If no response is received, then that community group will no longer be a member of the Roundtable.

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

The Chair of the Ad Hoc Committee, Member Thompson, briefed the Roundtable on altitude data trends for the DAHJR waypoint. He noted that the November 2018 and December 2018 data for the DAHJR waypoint showed a similar percentage of flights flying at or below 5,700 feet above MSL (representing the 6,000-foot minimum altitude at DAHJR with a +/- 300-foot variation). He reminded Roundtable members that as of August 30, 2018, the FAA had agreed to assign a minimum altitude of 5,000 feet MSL at DHAJR to all North Downwind Arrivals between 1 AM and 5 AM, and FAA agreed to increase the minimum altitude at DAHJR to 6,000 feet MSL beginning March 2019. The Ad Hoc Committee expressed its wishes to further expand those hours in the future from 1 AM to 5 AM to midnight to 6 AM. He also noted that the FAA provided nighttime data from 12 AM to 6 AM, but FAA

representatives were not able to attend the Ad Hoc Committee meeting due to the federal government shutdown. He indicated that the next presentation would have a more detailed breakdown of operations by hourly increments.

7. Report from Administrative Support Ad Hoc Committee

The Chair of the Administrative Support Ad Hoc Committee, Member Eriksson, shared a sign-up sheet for members to enroll if they are interested in participating in this committee. He noted that he has had trouble getting contact information for some of the members. Chairman Schneider requested that LAWA provide Member Eriksson with the updated membership roster and contact information.

8. Work Program B1: Briefing on Low Frequency Noise

Mr. Alverson provided a brief review and update on Low Frequency Noise (LFN), which has been a high priority item on the Roundtable Work Program since the early 2000s. He noted the Roundtable has received several presentations on LFN over the past 19 years, including research efforts into LFN at other airports and entities. He added that in general, the research concluded that A-weighting frequency scale does not correlate well to human perception of the effects of LFN, while C-weighting frequency scale does and is readily available on most sound level meters. He also noted LFN is very difficult to mitigate in residential structures through conventional sound insulation techniques, but controlling the rattling of objects reduces the perception and annoyance of LFN.

Member LaMar asked whether LFN could cause damage to the human ear. Mr. Alverson indicated that commercial aircraft as heard in the community is not loud enough to cause hearing damage.

Chairman Schneider noted that if newer aircraft are creating more LFN, and we are still measuring with A-weighting frequency scale, more people are being affected by LFN than indicated by the Community Noise Equivalent Level contours. Mr. Alverson noted some of the LFN research hypothesized that the high frequency noise in older Stage 2 aircraft used to mask the LFN, but current aircraft engines have eliminated most of the high frequency noise, so LFN may now be more noticeable than in the past.

Various members discussed new ways of dampening noise, including cushioning movable objects, plywood with foam, and active noise control (i.e., sending a reverse signal to cancel the LFN in a room).

Member Eriksson asked about supersonic aircraft. Mr. Alverson noted the 2018 Reauthorization Act includes a provision for the FAA to develop new noise standards for supersonic aircraft.

9. Work Program B5: Status Update on Sound Insulation Programs

LAWA staff member Catalina Saldivar-Chavez presented the status of the sound insulation programs at LAX. She indicated that there are two types of programs: (1) residential programs, which treat noise through the replacement of windows, doors, and positive ventilation systems; and (2) school programs, which treat noise through the replacement of windows, doors, exterior wall insulation and interior sound panels, and mechanical system upgrades (HVAC/PVS). Ms. Saldivar-Chavez also described the sources of funding, eligible jurisdictions, program boundary, and the status of the residential and school programs.

Chairman Schneider asked if the new 2020 program boundary was smaller than the previous map. Ms. Saldivar-Chavez noted that although the map was overall smaller, it was slightly wider in some areas. Member Del Valle inquired about the City of Los Angeles “second chance” sound insulation program. Member Okuda noted there were eligibility issues related to the City of Los Angeles sound insulation program, which was completed several years ago. He added that LAWA was considering a review of the City of LA RSI.

10. Identification/Selection of Future Meeting Locations

Chairman Schneider proposed that the next three regular Roundtable meetings (March 13, May 8, and July 10, 2019) be held in the Clifton A. Moore Administration Building at LAX. Roundtable members agreed with his proposal. He also asked members to work with the Roundtable Secretary if they wish to host a future meeting to ensure that the meeting location meets certain requirements.

Several members brought up the idea of allowing member participation using an online webinar-like format. Chairman Schneider requested that LAWA include this item for discussion at the next meeting.

11. Roundtable Member Discussion

Members briefly discussed the change in parking location to P1 for all future Roundtable LAX meetings due to the construction of the Automated People Mover.

Member LaMar inquired on how to obtain information for the current Metroplex procedures that are being flown today as the previous published procedures may be out of date. A member noted that the [FAA's Instrument Flight Procedures Information Gateway](#) has all the current procedures. As the percentage of use for each procedure is not available on this website, the Metroplex Ad Hoc Committee agreed to inquire of the FAA regarding this item.

Member Robilotta indicated that he is not satisfied with the noise study conducted for the 360 at South Bay. Member Okuda indicated that he could discuss with LAWA staff regarding the study after the meeting.

Mr. Chan noted the next meeting would take place at LAX on March 13, 2019.

12. Review of Roundtable Action Items

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

13. Adjournment

Chairman Schneider adjourned the meeting at 8:18 pm PST.