



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of November 13, 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, 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
Goran Eriksson, City of Culver City
Olivia Valentine, City of Hawthorne
Stacey Armato, City of Hermosa Beach
Jim Withrow, City of Inglewood
Jeff Camp, City of Los Angeles – 10th District
Teresa Real Sebastian, City of Monterey Park
Blake LaMar, City of Palos Verdes Estates
Robert Nemeth, City of Rancho Palos Verdes
Roxanne Ferebee, City of Redondo Beach
Jacqueline Hamilton, U.S. House of Representatives – 37th District
Danna Cope, LAX Area Advisory Committee
Ginney Kollewe, Raintree HOA
Jim Reed, 360 at South Bay Homeowners Association
Gavin Abercrombie, United Neighborhoods Neighborhood Council
Kathryn Pantoja, LAWA

FAA

Tamara Swann
Dave Foyle
William Freeman

LAWA and Consultant Staff

David Chan, LAWA
René Spencer, LAWA
Steven Alverson, ESA
Aaron Weiner, ESA

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Steve Alverson 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 of Monterey Park commented that sometimes she hears near-constant aircraft noise, despite being 35 miles from LAX. She stated that she observed planes flying at low altitudes and expressed concern for the health and safety of students attending schools affected by these overflights. Furthermore, the resident commented that her community has been told by representatives in the past that implementation of the RNP procedures would decrease the noise experienced in their community, but conveyed frustration that the expected rollout of these procedures is continuously pushed back.

4. Election and Appointment of 2nd Vice Chair

Member Cope reported that no nominations were submitted for the position of 2nd Vice Chair prior to this meeting. In response, Chairman Schneider solicited nominations from the Roundtable Members in attendance. Member Teresa Real Sebastian motioned to elect Member Richard Montgomery as the Roundtable's Second Vice Chair. Member Stacey Armato seconded the motion and the motion was approved by acclamation.

5. Briefing on Upcoming UC Davis Aviation Noise Symposium

Ms. Sandra Hall provided an overview of the upcoming UC Davis Aviation Noise Symposium that will be held March 1-3, 2020, at the Mission Valley Marriott in San Diego. Topics of discussion at the upcoming Symposium may include: defining challenges regarding aircraft noise and discussing real-world solutions; stakeholder engagement and communication; aircraft noise and emissions management practices; climate change issues in aviation; and new aircraft technologies. Ms. Hall identified members of the Symposium's Planning Committee and provided an outline for the Symposium schedule. Additional information regarding the 2020 Symposium can be found on the webpage at anesymposium.aqrc.ucdavis.edu.

The complete presentation related to "Briefing on Upcoming UC Davis Aviation Noise Symposium" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>

6. Selection of One Roundtable Member to Attend the UC Davis Aviation Noise Symposium

Chairman Schneider solicited nominations from the Roundtable Members in attendance to elect a Roundtable representative to attend the 2020 UC Davis Aviation Noise Symposium. Member Real Sebastian motioned to select Member Montgomery to attend the 2020 UC

Davis Aviation Noise Symposium. Member Armato seconded the motion and the motion was passed unanimously by the Roundtable.

7. Presentation on FAA Terminal Sequencing and Spacing (TSAS) Tool

FAA Representative Mr. Dave Foyle provided an overview of the TSAS tool and its potential applicability at LAX, as well as the potential benefits it may provide. Mr. Foyle began by explaining the Time Based Flow Management System (TBFM) that is currently in use at LAX and many other airports. The TBFM is an automated support system that enables the use of time-based metering (TBM) to optimize the flow of aircraft as they approach and depart. TBM helps smooth out irregularities in traffic flows, eliminates aircraft bunching, and delivers a more efficient, consistent flow of traffic down to the runway.

Mr. Foyle then described the TSAS tool, stating that this tool extends the metering capability into the terminal airspace area. The TSAS tool would create a time-based schedule for all arrival aircraft to terminal airspace merge points and the runway and would provide a new set of tools for air traffic controllers, including slot markers and speed advisories, to meet scheduled time of arrivals. Benefits of the TSAS tool include: increased use of Performance Based Navigation (PBN) technology; reduced flight time and fuel burn; reduced delay resulting from more accurate runway delivery; and extended use of time-based metering.

Member Real Sebastian asked if the TSAS tool would be implemented for all aircraft. Mr. Foyle responded that TSAS is an air traffic control tool, not something tied to each individual aircraft.

Member Montgomery asked what the potential downsides of TSAS might be, to which Mr. Foyle responded that it would lead to greater concentration of overflights over specific corridors when the tool is in use.

Member Real Sebastian asked Mr. Foyle if the FAA will meet their previously stated deadline of 2020 for the TSAS tool. Mr. Foyle stated that the implementation of the TSAS tool in Southern California was delayed due to several factors. He added that the So Cal TRACON would not be at the top of the list to receive this tool because of the volume and complexity of airspace in Southern California.

Member Abercrombie and Member Kollwe expressed strong concern regarding the possibility for greater concentration of overflights.

Chairman Schneider asked Mr. Foyle if LAX can handle an increase in arrivals that might result from implementation of the TSAS tool. Mr. Foyle responded that the TSAS tool should help mitigate congestion issues.

Mr. Chan requested clarification as to whether or not TSAS is a required component in order for FAA to implement RNP procedures at LAX. Mr. Foyle indicated that TSAS is not needed during light traffic conditions, but is necessary during heavy traffic conditions in order to facilitate the use of RNP procedures.

The complete presentation related to "Presentation on FAA Terminal Sequencing and Spacing Tool" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

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

Member Camp, as the Acting Ad Hoc Committee Chairman, updated the Roundtable on the Ad Hoc Committee's activities since the last meeting. He provided an update on the altitude trends and indicated there is some improvement in keeping aircraft arriving on the north downwind route at or above 6,000 feet above mean sea level (MSL) at DAHJR between 1 AM and 5 AM. 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.

The complete presentation related to "Report from LAX Metroplex/Wide Area Ad Hoc Committee" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

9. Status Update on Roundtable Facilitator Contract

LAWA staff, Mr. David Chan, noted that LAWA is in the process of establishing a new Roundtable Facilitator contract as the existing contract is expiring at the end of this year. Mr. Chan noted that LAWA received three proposals in response to the RFP and that the Evaluation Committee recently reviewed the written proposals and conducted oral interviews for all three firms. The Committee determined that one firm is most qualified to serve as the Roundtable Facilitator. The next steps would involve starting contract negotiation with that firm, requesting the City Attorney to draft the contract, and then requesting approval from the Board of Airport Commissioners to award the contract to that particular firm. Mr. Chan stated that LAWA hopes to have a new contract in place by January 2020.

ESA, the firm currently serving as the Roundtable Facilitator, did not submit a proposal.

10. Status Update on Technical Feasibility & Noise Evaluation of Community Proposal for North Downwind Arrival Route and Scheduling a Roundtable Meeting to Discuss Study Results

LAWA staff, Mr. David Chan, mentioned that LAWA previously hired the consulting firm, CSDA Design Group, to conduct the technical feasibility and noise evaluation of the Community Proposals for the North Downwind Arrival Route. He noted that the study results are anticipated to be ready for discussion in December 2019.

Mr. Chan proposed that the Roundtable schedule a Special Roundtable meeting on Tuesday, December 10, 2019 in the Samuel Greenberg Board Room of the Clifton A. Moore Administration Building to hear the results of the consultant's analysis of the community's two arrival track proposals. The proposed special Roundtable meeting was approved without objection by the Roundtable.

11. Status Update on LAX Fly Quieter Program

LAWA staff, Ms. René Spencer, provided an update on the status of the proposed LAX Fly Quieter Program that is scheduled for implementation at LAX by the start of 2020. Ms. Spencer explained that the LAX Fly Quieter Program is designed to encourage and acknowledge commercial operators for operating as quietly as possible, to increase operator/pilot awareness of community noise concerns and compliance with noise abatement operating procedures and restrictions at LAX, and to publically score and rank all operators on their performance.

Ms. Spencer explained that this Program is similar to ones already in place at other airports, but would include bonus elements in the scoring structure that other programs do not have. The LAX Fly Quieter Program would evaluate the operators based on five primary elements (noise exceedance, fleet noise, early turns, east departures, and maintenance engine run-ups), as well as two bonus elements (operator noise reduction efforts and stakeholder engagement efforts). Quarterly status reports would be provided to the operators in April, July, and October of each year while the final annual Fly Quiet program report will be provided to operators and made public in the first quarter of each year beginning in 2021.

Member Robert Nemeth asked whether this program would include operators that flew over the peninsula. LAWA representative, Ms. Kathryn Pantoja, responded that aircraft flying over the peninsula are not entirely within the operators control and therefore, are not considered for the Program.

A member asked about the location of the two noise monitors being used at LAX to monitor aircraft noise levels for this program. Ms. Pantoja explained that the two noise monitors are located along the arrival paths west of the 110 freeway, with one monitor measuring noise for aircraft arriving on the north complex and another for the south complex.

The complete presentation related to "Status Update on LAX Fly Quieter Program" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

12. Aircraft Noise 101 Part 2

Mr. Steve Alverson provided an overview of basic concepts regarding quantifying aircraft noise and aircraft noise regulations. The topics he covered included acoustic principles, quantifying aviation noise exposure, noise measurement standards, aircraft noise modeling concepts – including the Aviation Environmental Design Tool (AEDT), aircraft noise model application, aircraft noise regulations, and State and Federal noise regulations.

Member Jim Reed asked whether the 65 CNEL threshold is for a 24-hour average. Mr. Alverson confirmed that the 65 CNEL threshold is for a 24-hour average, but that evening and overnight hours are weighted to have a greater impact, due to their greater potential for noise disturbance.

Mr. Alverson stated that the FAA has performed a study of communities around 20 airports to assess relationships between aircraft noise exposure and annoyance, but that the results have not been released to date, despite public request. Member Jacqueline Hamilton clarified that the FAA had agreed to release the results of the study contingent upon its reauthorization, but that the data has not been released despite this condition having been met earlier this year.

Member Real Sebastian requested that at the January 2020 Regular Roundtable meeting, the Roundtable approve and submit a letter to the FAA Administrator requesting that the FAA make the data and results from their Community Noise Annoyance Surveys publically available, per terms of the 2018 FAA Reauthorization Act.

The complete presentation related to "Aircraft Noise 101 Part 2" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

13. Roundtable Member Discussion

Member Nemeth requested that at the January 2020 Regular Roundtable meeting, the Roundtable approve and submit a letter to the FAA, asking them to adhere to the departure procedures included in the Metroplex and to reduce or delay the vectoring of aircraft to reduce overflights over the Palos Verdes Peninsula.

Member Montgomery requested that the Roundtable consider requesting that LAWA evaluate the feasibility of installing additional noise monitors in Manhattan Beach. Ms. Pantoja explained that there are about 39 permanent noise monitors at LAX and that LAWA is not actively considering adding more monitors outside of the noise impact contour.

Member Roxanne Ferebee added that she has monitored aircraft flight activity and has noticed that many flights are now coming over Redondo Beach which appeared to be aircraft being vectored off the LOOP/ORCKA departure procedures.

Member Eriksson who is also a member of the National League of Cities Subcommittee encouraged Roundtable Members to attend the upcoming National League of Cities Summit in November 2019 in San Antonio. He stated that the Subcommittee is trying to engage Congress to enact changes in policy to help reduce aviation noise issues, which they are presenting as a motion during the Summit.

Member Real Sebastian mentioned that the Southern California Association of Governments (SCAG) had recently published its 2019 SoCal Connect document and encouraged members to review and distribute the information contained in the report to their constituents for public comment.

Mr. Chan noted that the next meeting would be a special meeting and would take place in the Samuel Greenberg Board Room at LAX at 6:30 pm on Tuesday, December 10, 2019.

14. Review of Roundtable Action Items

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

15. Adjournment

Chairman Schneider adjourned the meeting at 8:36 pm PDT.