



LOS ANGELES INTERNATIONAL AIRPORT/ COMMUNITY NOISE ROUNDTABLE WORK PROGRAM 2011-2012

INTRODUCTION

The Mission of the LAX/Community Noise Roundtable is clearly articulated in the Roundtable's Bylaws. The mission as stated in Article II of the bylaws is:

"The Los Angeles International Airport/Community Noise Roundtable (herein after referred to as Roundtable) is an association of local communities, Los Angeles World Airports (LAWA), the Federal Aviation Administration (FAA), and airline industry representatives. These parties are interested in participating in an interactive forum to address current aircraft noise issues associated with aircraft operations to, from and at Los Angeles International Airport. **It is the intent of the Roundtable to identify noise impacts in the surrounding communities and to recommend courses of action that could reduce noise over affected communities without shifting noise from one community to another.**" (Emphasis added)

As stated, the Roundtable's primary mission is twofold:

1. To identify noise impacts in the surrounding communities, and
2. To recommend courses of action that could reduce noise over affected communities.

This Work Program presents the agreed upon actions identified by the Roundtable designed to accomplish one, or both of the aforementioned goals. The Work Program identifies the general noise issue to be addressed, specific noise issues which fall under the general category, a description of the impact, the areas affected by the noise issue, and the activities to be conducted by the Roundtable designed to address the targeted noise issue. In addition, the Work Program identifies the agency/organization (if any) with primary responsibility for completion of the activity, and assigns a priority for accomplishment of the work.

Work Program items are reviewed on an on-going basis at Roundtable meetings. Additionally, the entire Work Program is reviewed on an annual basis to evaluate progress of activities, make course corrections, and to add/remove actions as agreed upon by the Roundtable.

The effectiveness of the Roundtable's efforts depends on the interaction among the parties-at-interest represented by the airport owner, the FAA, the airline industry and community representation.

A. AIRCRAFT OPERATIONS

A1. FAA Southern California Airspace Redesign Project

Impact Description:

FAA initiated the So. Calif. Airspace Redesign Project (SCARP) to improve the safety and efficiency of the Southern California airspace. The FAA began initial work on the project and then stopped the project due to funding cuts.

Areas Primarily Affected:

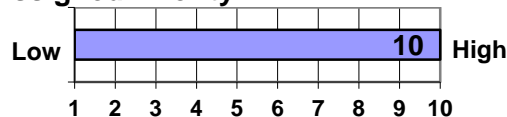
Global issue affecting all sectors

Mitigation Activities:

- Roundtable sent two letters in 2006 to FAA Administrator requesting restoration of funding. FAA responded but did not provide a definitive answer as to whether or not funding will be restored.
- Roundtable to continue to request funding to be restored.
- LAWA provided information update on the East Coast Airspace Redesign Project in March 2008.
- Roundtable issued 3rd letter, in February 2009, to FAA Administrator requesting restoration of funding. FAA did not provide a definitive answer as to whether or not funding will be restored.
- In September 2010, HMMH provided a presentation on the airspace redesign project to show the possible effects it has on surrounding communities; in most cases, the project resulted with narrower flight paths, which could cause more noise exposure for residents located directly under the aircraft routes while providing noise relief for others.
- Roundtable to participate in the Airspace Redesign Project, if resumed.
- In November 2011, LAWA indicated that the FAA has started the conceptual design work for the Optimization of Airspace and Procedures in the Metroplex (OAPM) project for the Southern California area. The purpose of this project is to optimize flight procedures and to improve airspace efficiency in Southern California where possible and where it would not require the preparation of an EIS. It is possible that some of the issues that would be addressed in a comprehensive airspace redesign may be included in this OAPM project. LAWA invited the FAA to present information to the Roundtable which the FAA agreed to do so when it is further along in the project.

Status: Continuing item

Assigned Priority:



LAWA Workload: Low

A2. East Departures between 12 AM and 6:30 AM during Over-Ocean or West Ops

Impact Description:

Aircraft departing to the east between Midnight and 6:30 a.m. when LAX is not in East Ops create a serious noise disturbance to residents of numerous communities that are subjected to these overflights.

Areas Affected:

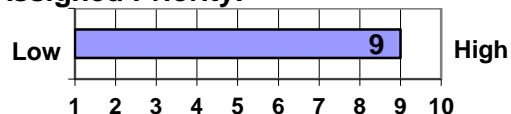
Eastern, Southern and Northern Sectors

Mitigation Activities:

- LAWA provided data to the Roundtable that these operations occur.
- In July 2002, Roundtable sent a letter to LAWA to request assistance in arranging for airline representatives to participate in the Roundtable for discussion on east departures.
- Chief Pilots of the top 5 airlines committing these departures attended the September 2002 Roundtable meeting.
- Roundtable requested LAWA to initiate Part 161 Study to eliminate these departures.
- LAWA opened Part 161 Study in June 2005 and the study is underway.
- Study was on hold in March 2007 pending preparation of new fleet mix forecasts that are consistent with LAX Specific Plan Amendment Study. Part 161 consultants will do modeling using the new forecasts once released.
- The fleet mix forecast was finalized on October 1, 2008 and the work on the Part 161 Study has recommenced.
- HMMH provided an update on the Part 161 Study in April 2011.
- In September 2011, LAWA started sending notification letters to air carriers who depart east during Westerly or Over-Ocean Ops to request them to fill out a form. The form requests specific information about each operation including the reason for the east departure, wind speed and direction, weight of the aircraft, and other relevant information. The intent of this voluntary measure is to discourage air carriers from departing east when possible.
- LAWA to continue to monitor non-conforming east departures and provide statistical updates to the Roundtable. Last update was in July 2011.
- LAWA to complete study and submit application to FAA in June 2012.

Status: Continuing item

Assigned Priority:



LAWA Workload: High

A3. Early Turn of Aircraft Departing to the West

Impact Description:

Aircraft departing to the west turn before crossing the shoreline overflying communities causing noise disturbances. This item includes early turn issues related to the three LAX RNAV departure procedures HOLTZ, OSHNN, and KARVR off of Runway 25R, aircraft given an offset to avoid wake turbulence or traffic, and due to wind drift.

Areas Primarily Affected:

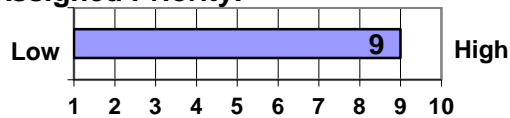
Southern Sector (El Segundo), Northern Sector (Playa Del Rey)

Mitigation Activities:

- LAWA to continue its Early Turn program and monitor early turns and notify FAA and the airlines when they occur.
- LAWA to monitor above mentioned RNAV departure procedures.
- In early 2007, LAWA worked with FAA to adjust the RNAV procedures to reduce aircraft from flying over the communities. Revised procedures were sent from FAA TRACON to FAA Oklahoma City Division for review and consideration.
- FAA published revised RNAV procedures in December 2007 to help reduce early turns from runway 25R departures.
- LAWA to continue providing statistical updates of early turn operations to the Roundtable. Last update was in July 2011.

Status: Continuing item

Assigned Priority:



LAWA Workload: Medium

A4. Missed Approaches/Go-Arounds

Impact Description:

At times aircraft arriving at LAX are required to abort their landing and execute a missed approach procedure. Historically, aircraft executing a missed approach have impacted the communities to the north and south of the airport depending on the runway complex they were originally assigned.

Areas Primarily Affected:

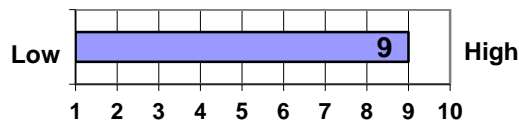
Northern and Southern Sector

Mitigation Activities:

- Letter sent to FAA in July 2002 requesting revisions to procedures.
- FAA presentation to Roundtable reported that arriving aircraft having to go around will maintain runway heading unless aircraft on adjacent runway starts take-off roll, and only then will be turned over the communities.
- The South Airfield Improvement Program (SAIP), which began in July 2006 and has since been completed, caused an increased in the incidence of overflights of El Segundo. LAWA staff has provided information to the FAA and the Roundtable to establish a record of over flight events before and after the runway project for both the northern and southern sectors.
- LAWA to continue to monitor go-around operations and provide statistical updates to the Roundtable. Last update was in July 2011.

Status: Continuing Item.

Assigned Priority:



LAWA Workload: Medium

A5. Easterly Departures From Northern Runways Turning North

Impact Description:

Turboprop aircraft departing to the east during East Ops turn north at low altitudes over residential areas. This procedure occurs a small percentage of the time.

Areas Primarily Affected:

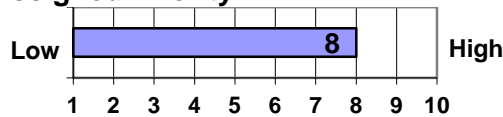
Eastern and Northern Sectors

Mitigation Activities:

- LAWA staff has established “gates” to measure departure over flights and has provided information to the Roundtable.
- In March 2004, Roundtable sent a letter to FAA to request development of RNAV procedures for turboprop departing to the east on the north runways.
- Before the FAA would consider a RNAV procedure they needed a consensus among the communities and stakeholders involved that it would be an acceptable alternative.
- In January 2005, Roundtable sent letters to affected communities requesting their participation in the Roundtable to establish consensus on RNAV procedures for turboprops.
- In February 2005, Roundtable held meeting with affected communities and the FAA to discuss this issue and to establish a consensus on the procedures. A consensus was not reached.

Status: Continuing item

Assigned Priority:



LAWA Workload: Low

A6. Improperly Flown LOOP Departures

Impact Description:

Aircraft departing on the LOOP departure are turned before overflying the LAX VOR at 10,000 ft. and above overfly the Beach Cities causing noise disturbance to these communities.

Areas Primarily Affected:

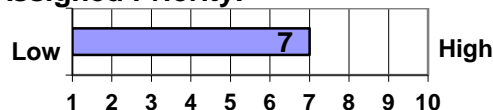
Southern Sector (Beach Cities)

Mitigation Activities:

- Roundtable to continue the work of the FAA Task Force. LAWA monitored the procedure and provided data to the Roundtable.
- Roundtable sent letters to FAA in February 2003 to request development of an RNAV procedure to “tighten” the LOOP departures.
- FAA changed protocol for LOOP related to who flies it (excluded slow climbers), and from which runway.
- FAA created KWYET RNAV DP and began implementing the procedure in 2004. This RNAV DP was then suspended due to the nationwide moratorium on RNAV procedures.
- Subsequently, FAA reported that KWYET RNAV cannot be used due to the procedure’s turn being greater than 210°. The KWYET RNAV has been eliminated by the FAA.
- LAWA will continue to monitor the LOOP DP and notify FAA when not properly flown.
- LAWA to continue providing statistical updates of loop departure operations to the Roundtable. Last update was in September 2011.

Status: Continuing item

Assigned Priority:



LAWA Workload: Medium

A7. Extended Downwind Approach

Impact Description:

Aircraft arriving to LAX from the west and the north utilize an extended downwind approach at times. During certain weather conditions causing low visibility at LAX, and during periods of heavy air traffic, the downwind portion of this approach extends a substantial distance to the east. Because of changes in topography in some of these communities, aircraft flying this approach create significant noise impacts to these communities.

Areas Primarily Affected:

Eastern Sector (Monterey Park, San Gabriel Valley)

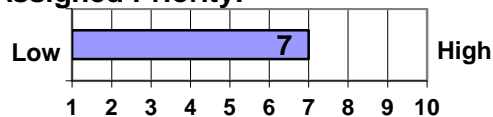
Mitigation Activities:

- In early 1998, LAWA staff developed a radar “gate” system for obtaining over flight information.
- A report was prepared by the Wadell Engineering Corp. for the City of Monterey Park: *Overflights By Aircraft Arriving at Los Angeles International Airport, December 1999*. This report offered six alternatives:
 1. Reduce the number of flights
 2. Redirect flights to other airports
 3. Switch the altitude requirement where aircraft intercept the ILS between the north and south runway complexes so that the altitude over Monterey Park will be higher.
 4. Increase the glide slope angle for the north runways
 5. Formalize a high altitude cross-over procedure to the southern runways

- 6. Formalize a flight track from the Santa Monica VOR to narrow the spread
- Letter to the FAA, dated November 2002, asking for five mitigation actions (1, 3-6 from above mentioned report.) Response from the FAA on three of the suggested actions included items 2, 3 and 4 noted above.
- Report from the Flight Track Data Subcommittee, August 2002, included LAWA staff measurements.
- Worked with FAA Air Traffic to recommend they develop changes in standard approach procedures.
- LAWA to continue monitoring extended downwind approach operations and provide statistical updates to the Roundtable. Last update was provided in September 2011.
- Roundtable to request inclusion in FAA's Southern California Airspace Redesign Project.

Status: Continuing Item. Further FAA action on this item is pending on restoration of funding for the Southern California Airspace Redesign Project.

Assigned Priority:



LAWA Workload: Low

A8. Aircraft Arrivals Outside Regular Approach Paths

Impact Description:

During visual weather conditions, some aircraft turn on to the runway alignment inside the outer marker for the northern runways. Specific operations include, but are not limited to, short turns, “S” turns, and 360° turns.

Areas Primarily Affected:

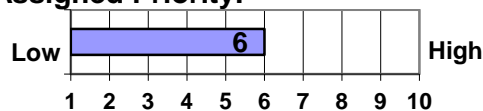
Aircraft overfly communities on the north and northeast side of LAX when these operations occur. The impacted communities include Westchester, Ladera Heights, Windsor Hills/View Park and Inglewood.

Mitigation Activities:

- LAWA staff has established radar “gates” in late 1997 to measure arrival over flights and has provided information to the Roundtable.
- LAWA to continue to monitor short turn operations and provide statistical updates to the Roundtable. Last update was in September 2011.

Status: Continuing item

Assigned Priority:



LAWA Workload: Medium

A9. Departures on Runway 25L

Impact Description:

Aircraft departing from RWY 25L create noise disturbances to the communities south of LAX, especially during the nighttime hours.

Areas Primarily Affected:

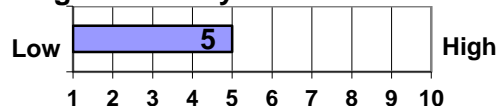
Southern Sector (El Segundo)

Mitigation Activities:

- LAWA to continue to monitor runway utilization on the south complex and provide periodic statistical updates to the Roundtable. Last update was in November 2011.
- In July 2010, LAWA looked into 25L departures at nighttime and discovered that, in most cases, 25R closure was the cause for aircraft to depart on 25L. LAWA also looked into the possibility of minimizing closure on 25R as a way to reduce overall 25L departures. LAWA reported that the practice of minimizing closure is already in place since it consolidates all maintenance work during a planned closure and closes 25R on a reduced timeframe.
- LAWA to continue to work with the FAA in an effort to minimize the use of 25L for departures.

Status: Continuing Item

Assigned Priority:



LAWA Workload: Medium

A10. Turboprop Community Overflights

Impact Description:

Turboprop aircraft departing to the south with destinations to the east overfly the PV Peninsula and Torrance heading to the Seal Beach VOR.

Areas Primarily Affected:

Southern Sector (PV Peninsula, Torrance)

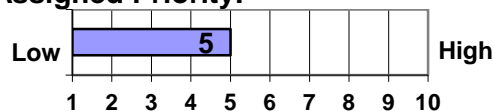
Mitigation Activities:

- In 2002, FAA has routed most turboprops off the PV Peninsula, with only ONT, PSP and SNA operations overflying communities.
- Roundtable sent a letter to FAA, in May 2003, to request remaining aircraft to be routed offshore from Palos Verdes Peninsula.
- Roundtable sent a letter to FAA, in February 2004, requesting the floor altitude of the Class B airspace to be increased near PV Peninsula. FAA did not make the requested change.
- FAA established and implemented the HOLTZ, KARVR and OSHNN RNAV departure procedures, in late 2004, to move jet departures that would be flying the LAXX DP further offshore with the intent of possibly moving more turboprops over the ocean.

- FAA developed a new RNAV procedure for turboprop aircraft called JEDDD in April 2008 to reroute turboprops further offshore from the PV Peninsula. Testing is required before the procedure can be utilized. FAA anticipated that the procedure will be active by April 2010.
- The JEDDD procedure will not reroute turboprops with destinations to ONT, PSP, and SNA. FAA will explore alternative options for these aircraft.
- In December 2010, Roundtable sent a letter to FAA to inquire status on the JEDDD procedure. In January 2011, FAA responded to indicate that it decided not to implement the procedure because, through testing, it was not able to maintain aircraft separation between jets and turboprops without vectoring aircraft off the JEDDD route. However, FAA noted that it will explore other options such as redesigning the JEDDD procedure or creating an entirely new RNAV procedure for turboprop aircraft.
- LAWA to continue monitoring turboprop operations and provide statistical updates to the Roundtable. Last update was in November 2011.

Status: Continuing item

Assigned Priority:



LAWA Workload: Medium

A11. Continuous Decent Approaches at Lower Altitudes

Impact Description:

In late 2008, the FAA implemented the Continuous Decent Approach (CDA) procedure at LAX for aircraft arriving from the east. Subsequently, residents from La Habra Heights reported that they noticed aircraft are flying lower than before as a result of the CDA implementation. Residents also reported that they noticed an increase in noise levels.

Areas Primarily Affected:

Eastern Sector (La Habra Heights)

Mitigation Activities:

- In April 2011, LAWA conducted an analysis of the aircraft altitudes near La Habra Heights area by comparing one week of flight track data in 2004 and 2011. The result of the analysis confirmed that aircraft are flying lower in that area now than they were prior to the implementation of the CDA. Specifically, at a distance of 20 nautical miles from the runway ends, arrivals on Runways 25L and 24R are an average of 617 feet and 1,101 feet lower, respectively.
- In April 2011, FAA representatives from So Cal TRACON attended the meeting to address some inquires and/or concerns from La Habra Heights residents.
- In September 2011, FAA So Cal TRACON representative indicated that the FAA cannot increase the aircraft altitudes on the CDA as aircraft would need to be within the 3-degree glide slope requirements.
- In September 2011, FAA also indicated that it needs to determine if the noise levels associated with LAX arrivals are now lower or higher than before. This will require comparing noise levels before and after the CDA implementation. In November 2011, FAA reviewed the 2004 La Habra Heights Noise Study and determined that

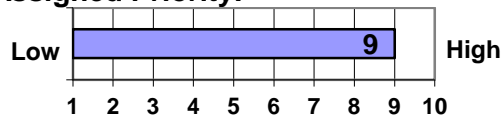
the study cannot be used as a baseline for noise measurement comparison since it did not segregate aircraft noise from non-aircraft noise data.

- LAWA to monitor and report on the CDA altitudes near La Habra Heights.
- Roundtable to work with the FAA to look into possible solution to resolve this issue.

Measure of Success: This item will be considered complete when the Roundtable achieves an approach that reduces noise over the community.

Status: Continuing item

Assigned Priority:



LAWA Workload: Medium

B. NOISE MONITORING AND REPORTING

B1. Low Frequency Noise

Impact Description:

Low Frequency Noise (LFN) from LAX affects numerous communities, including ones located miles away from LAX. LFN travels far distances and is invisible to structures, so is very difficult to mitigate via sound insulation. LAWA's current noise monitoring system does not have the ability to monitor LFN.

Areas Primarily Affected:

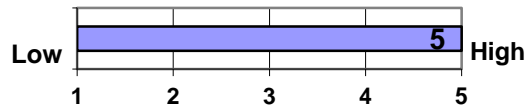
Global issue affecting all sectors

Mitigation Activities:

- The full Roundtable and the Noise Subcommittee received two technical presentations from Mr. Sanford Fidell of Fidell & Associates on LFN in summer 2004.
- Roundtable recommended that the FAA conduct further research on the topic.
- LAWA will be able to monitor LFN once the new ANOMS system is operable.
- LAWA initiated LFN data collection on ANOMS as of February 18, 2010.
- In September 2010, HMMH provided an updated presentation on LFN including a summary report on PARTNER's LFN Study.
- In September 2010, LAWA presented the LFN data received from the noise monitoring system. Initial review of those data indicated that noise monitors that were closer to the aircraft register more noise events than those that were further out.

Status: Continuing item.

Assigned Priority:



LAWA Workload: Low

B2. Evaluate the 60 dB CNEL Noise Contour for Eligibility for Sound Insulation

Impact Description:

Persons living outside LAX's 65 dB CNEL noise eligibility contour (4Q1992), but within the 60 dB CNEL contour are not eligible for noise insulation, but are impacted by the noise from LAX operations. LAWA currently cannot produce an accurate 60 dB CNEL noise contour, but will be able to do so once the new ANOMS noise monitoring system is operable.

Areas Primarily Affected:

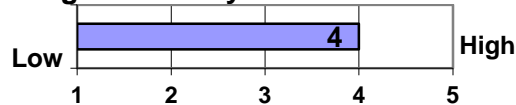
Global Issue affecting all sectors

Mitigation Activities:

- LAWA to produce the 60 dB CNEL noise contour once one year's monitoring is completed using the new ANOMS system after it has been approved by CalTrans.
- Roundtable to evaluate the possibility of using the 60 dB CNEL contour as a soundproofing eligibility contour when the contour is produced, and request LAWA to adopt for soundproofing eligibility.
- From 2008 to 2009, LAWA staff participated in the Airport Cooperative Research Program in which it appointed HMMH to conduct study and survey of the various programs offered by airports in the U.S. to address noise issues outside of the 65 DNL/CNEL noise contour. Study is now complete and the report entitled "Compilation of Noise Programs in Areas Outside DNL 65" is available online at http://onlinepubs.trb.org/onlinepubs/acrp/acrp_syn_016.pdf.
- In March 2010, HMMH provided the Roundtable a presentation summarizing the results of the ACRP project.

Status: Pending

Assigned Priority:



LAWA Workload: Medium

B3. Ground Run-ups During Restricted Hours (2300 to 0600 hrs.)

Impact Description:

Ground run-ups during the hours of the restriction create noise disturbances during these noise sensitive hours to the surrounding communities. There is currently no way to actively monitor the run-ups, or distinguish between takeoffs and run-ups.

Areas Primarily Affected:

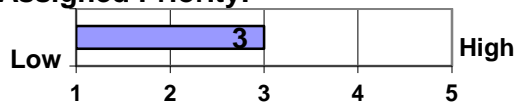
Northern Sector, Southern Sector

Mitigation Activities:

- Ground run-up monitoring system to be built as part of the LAX Noise Monitoring System replacement project. Once operational, LAWA will then be able to monitor ground run-ups at LAX. The system will allow LAWA to evaluate noise impact of ground run-up activity.
- LAWA provided a presentation in May 2008 on the installation of a ground run-up monitoring unit at the Fed Ex maintenance facility.
- LAWA provided a status update in March 2009 indicating that the installation of the GRU monitoring unit is completed.
- The GRU software functionality will be integrated with ANOMS.

Status: Continuing item.

Assigned Priority:



LAWA Workload: Medium

B4. Review Use of Single Event Noise Metrics

Impact Description:

Noise Subcommittee has reported to Roundtable regarding use of single event noise metrics.

Areas Primarily Affected:

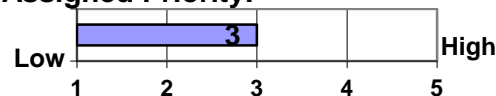
Global Issue affecting all sectors

Mitigation Activities:

- At the March 13, 2002 meeting Mr. Bill Albee of Wyle Labs made a presentation on alternative noise metrics, including single event metrics, to the Roundtable.
- At its meeting of February 8, 2006, the Noise Subcommittee noted the need to acquire single noise event data from the new ANOMS.
- LAWA will provide information to the Roundtable on the capability of the new ANOMS to provide single event metrics.

Status: Continuing item

Assigned Priority:



LAWA Workload: Medium

B5. Status Report on Soundproofing Program

Description:

The Soundproofing Program reduces interior noise levels for residents who live within the 65 CNEL boundary by providing acoustic modifications to their homes. LAWA

manages the soundproofing program for residents in the City of Los Angeles and provides funding for agencies in other municipal jurisdictions (County of Los Angeles, City of El Segundo, and City of Inglewood) to perform soundproofing for their respective residents.

Areas Primarily Affected:

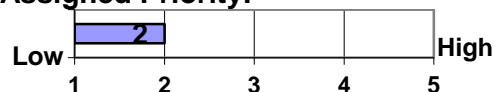
Global issue affecting all sectors

Mitigation Activities:

- LAWA to provide annual status report on the soundproofing program. Last report was provided in September 2011.

Status: Continuing item

Assigned Priority:



LAWA Workload: Low

C. NOISE AND AVIATION INFORMATION

C1. Establish Working Relationships with Other Roundtables

Impact Description:

Roundtable membership desires to establish formal ongoing working relationships with other airport noise Roundtables or other community forums.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Roundtable sent copies of letters to SFO and ORD (O'Hare) noise commissions/roundtable.
- Roundtable Facilitator will arrange for guest speakers from other airport noise forums.
- In July 2009, David Carbone, Program Manager of the SFO Roundtable, attended the LAX Roundtable to provide a presentation on SFO Roundtable and to establish a working relationship between the two Roundtables.
- In November 2011, Roundtable facilitator pointed out the benefits and drawbacks of establishing working relationships with other roundtables and provided recommendations on ways to allow for increased connectivity with other organizations. He also sought input from Roundtable members as to what they wish to get out of from having working relationships with other roundtables. As members did not provide any immediate ideas at the meeting, LAWA sent a follow-up email to ask them for their suggestions.

Status: Continuing item

Assigned Priority: N/A

LAWA Workload: Low

C2. Briefings on Technical Advances Within the Industry

Impact Description:

The Roundtable needs to be informed of the evolving technology in aircraft engine and airframe, airspace utilization, and airline marketing as it relates to noise impacts in surrounding communities.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Presentation by the Roundtable consultant of the Wyle Labs “before-and-after study” of single event noise impacts at Egan, MN as a result of a new runway at MSP – February 8, 2006.
- Boeing conducted a presentation on aircraft quiet engine technology on September 13, 2006.
- Roundtable Facilitator provided information on retirement of B727 aircraft from UPS and Fed Ex in January 2008. Roundtable sent letter to Fed Ex, in February 2008, to encourage expedited replacement of B727 with quieter aircraft. Fed Ex responded that the aircraft replacement process will take several years to complete. No letter was sent to UPS since it does not operate B727 at LAX.
- LAWA staff provided information replacement of B747-200 with quieter A330 aircraft from Northwest Airlines in March 2008.
- Pratt & Whitney provided a presentation on its “Geared Turbofan Engine Technology” to the Roundtable in May 2009.
- Roundtable Facilitator provided a presentation on Next Generation Air Traffic Control System to the Roundtable in September 2009.
- Southwest provided a presentation on RNP procedures to the Roundtable in September 2009.
- NASA representative provided presentation on LAX Oceanic Tailored Arrivals to the Roundtable in January 2010.
- In May 2010, Roundtable Facilitator began providing updates on aviation noise information at each meeting.
- In July 2010, LAWA subscribed to the Airport Noise Report newsletter and began weekly distribution of the newsletter to Roundtable members. This newsletter provides updates on litigation, regulations, and technological developments as they relate to aviation noise.

Status: Continuing item

Assigned Priority: N/A

LAWA Workload: Low

C3. Briefings on Relevant Legislative and Regulatory Actions by International, Federal and State Agencies

Impact Description:

The Roundtable needs to be informed of actions by agencies that relate to noise impacts in surrounding communities.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- In September 2001, Roundtable sent a letter to comment on the Draft Update of the National Noise Policy. FAA dropped the update effort.
- In September 2001, Roundtable sent letters to Congressional Representatives to oppose H.R. 2107—a bill that would allow federal intervention in local airport decision process. Bill did not pass.
- In February 2005, Roundtable made comments via letter to the FAA on proposed actions involving “levels of significance” criteria for NEPA compliance.
- Comments on the ICAO Committee on Aviation Environmental Protection actions involving aircraft certification criteria.
- In February 2006, Roundtable sent a letter to FAA to comment on FAA Order 5050.4B, which failed to address new noise levels of significance.
- In 2007, Roundtable sent letters to FAA and Congressional Representatives to provide support of the FAA Reauthorization Bill.
- LAWA provided a status update on the FAA Reauthorization Act of 2009 in June 2009.
- In July 2010, Roundtable sent letters to Congressional and Senatorial representatives to urge passage of the FAA Reauthorization Bill and to support two provisions in the bill—funding allocation for airspace redesign projects and elimination of Stage 2 aircraft. Bill was not passed in 2010.
- In March 2011, Roundtable sent a letter to the House Subcommittee on Aviation to oppose the Categorical Exclusion provision proposed in S.223 FAA Air Transportation Modernization and Safety Act. Bill did not pass in 2011.
- In July 2011, Roundtable sent letters to Congresswoman Janice Hahn and the Senate conferees to urge them to reinstate the provision in the FAA Reauthorization Bill that provides funding allocation for airspace redesign projects and to reaffirm the Roundtable’s support of the two provisions in the Bill—funding allocation for airspace redesign projects and elimination of Stage 2 aircraft. Bill did not pass in 2011.
- With access to Airport Noise Report and Roundtable Facilitator, roundtable members will be able to obtain updates on relevant legislative and regulatory actions as they become available.

Status: Continuing Item

Assigned Priority: N/A

LAWA Workload: Low

C4. Aircraft Noise Stringency Standards via the ICAO and CAEP Processes

Impact Description:

Roundtable is interested in increasing the noise stringency standards for aircraft operating at LAX to reduce the noise produced by aircraft arrivals and departures, and reducing the noise impacts to the communities.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- In August 2001, Roundtable sent letter to FAA requesting that turboprop aircraft be included in ICAO Stage 4 aircraft standards. This request was not honored.
- In December 2001, Roundtable sent letter to Carl E. Bureson of the FAA to request a presentation on Stage 4 standards and CAEP process. Carl Bureson provided the presentation to the Roundtable in March 2002.
- In November 2007, LAWA staff participated in the CAEP meetings as an observer for ACI-NA.
- LAWA staff continues to work closely with ACI-NA through its Environmental Affairs Committee and the Noise Working Group, as well as directly with the ACI's ICAO Liaison to influence the CAEP process and attempt to get additional noise stringency standards added to the CAEP Work Program.
- Roundtable to continue monitoring future noise stringency actions proposed by ICAO and CAEP and will comment accordingly.
- Airport Noise Report and Roundtable Facilitator will provide updates on this topic as they become available.

Status: Continuing item

Assigned Priority: N/A

LAWA Workload: Low

C5. LAX Specific Plan Amendment Study (SPAS)

Impact Description:

Roundtable to review/comment on noise elements of proposed projects related to the LAX SPAS. (Note: LAWA Staff and the Roundtable Facilitator will not participate in this Work Plan item).

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- None taken to date.

Status: Pending

Assigned Priority: N/A

LAWA Workload: Low

C6. Airport Cooperative Research Program (ACRP)

Impact Description:

ACRP undertakes research and other technical activities in a variety of airport-related areas to develop near-term solutions to issues facing airport-operating agencies. Roundtable is interested in ACRP research work particularly in the area of aircraft noise in an effort to find new and innovative ways to reduce noise impacts on the communities surrounding LAX.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- In February 2008, Roundtable wrote to ACRP to express its support for five of the noise topics for research consideration.
- In July 2010, Roundtable sent a letter to ACRP to support four topics (listed below) for research consideration for FY2011 Program. ACRP selected one of the four topics which is the one that is underlined.
 - Updating the Schultz Curve to 2012
 - Understanding Public Perceptions of Aircraft Noise and Noise-Induced Sleep Disturbance
 - Predicting Community Reactions to Changed Aircraft Operations
 - New Techniques for Airport Noise Problem Solving
- In January 2011, Roundtable sent a letter to ACRP Oversight Committee to urge the committee to focus its research on aircraft noise for the FY2012 Program. ACRP did not select aircraft noise as the focus area.
- In July 2011, Roundtable suggested ACRP to select the following four noise topics to conduct research for FY2012 Program. ACRP did not select these topics or any other proposed noise-related topics for research.
 - Modeling Tailored Aircraft Arrivals in Standard Environmental Tools
 - Modeling Reduced Thrust Takeoffs in Standard Environmental Tools
 - Develop a Generic Commercial Jet Taxi Noise Directivity Pattern for AEDT
 - Airport and Aircraft Fuel Burn, Emissions and Noise Reductions for Self-Propelled Landing Gear

Status: Continuing Item

Assigned Priority: N/A

LAWA Workload: Low