

## LA/Ontario International Airport Noise Meeting July 15, 2015.

### Committee Members

Myron Saulpaugh – ONT Airport Representative

Tom Boylan – ONT Airport Representative

Greg Hatcher – FAA Representative

Sig Rivera – City of Ontario Representative

Terri Proffitt – Delta Airlines Representative

Jesse Perez – SouthWest Airlines Representative

### Introduction

- Mr. Saulpaugh started off by asking the attendees to introduce themselves, starting with Greg Hatcher
- David Chan then introduced himself as a staff member from LAWA Noise Management office. He said he is here tonight to provide an update on the Noise Exposure Map.
- Mr. Saulpaugh started off by asking the attendees if they have had a chance to look at the minutes from last meeting. Myron asked the question if anyone opposes the minutes from last meeting. Nobody opposed and the minutes were approved.
- Mr. Saulpaugh began speaking about last month's statistics for LA/Ontario International Airport. He added the current conditions of the airport in comparison with the previous years. Airport Operations has slightly increased from last year by 3.9%. Myron stated a good portion of these operations were what were called "Air Taxi" which are smaller jets. Also more military flights and general aviation play a role in the increase.
  - A question was asked by one of the attendees regarding the types of smaller jets that are coming in to the airport, and Mr. Saulpaugh mentioned that the CRJ's are increasing at the airport.

### Noise Complain Hotline

- Mr. Boylan introduced himself as the person answering all the complaints made on the noise hotline. He then gave the status on the noise complaints from the last meeting. A total of 71 noise complaints have been made, which was an increase from the last meeting in which we had 44 calls. 16 of the 71 complaints were required responses and the remaining 55 calls were hang ups, or were unrelated to noise. He also mentions that for 25 of them somebody has figured out how to auto dial at a specific time consistently. He added that the phone dials and then it's not even a voice but just a noise and then it hangs up at the same time every night.

- Mr. Saulpaugh asked about the 16 calls that were responded to, and Mr. Boylan mentioned that Mrs. Richardson sent out letters and announcements for the meeting tonight. He added that there were 2 or possibly 3 that Ms. Richardson sent out the announcement but he couldn't get a chance to respond because he had many military charters and other things going on at the time.

### Noise Exposure Map Update

David Chan from LAWA Noise Management Office provided an update on the ONT Part 150 Noise Exposure Map (NEM) Update project. The purpose of this project is to update the existing NEM that was created in 1990. The NEM is used to determine participants' eligibility for the Ontario Quiet Home Program.

In 2012, the FAA notified the City of Ontario that, due to the age of the existing NEM, the FAA would no longer provide funding for sound insulation. As such, LAWA initiated the process to update the NEM.

The map development process takes into account of many types of data to create the noise exposure map including flight tracks, operational levels, aircraft fleet mix and other information.

ONT has experienced a sharp decline in operation since 2008. In addition, airlines are using newer, quieter aircraft since 2000 after the implementation of the Stage 2 aircraft phase out plan. Airlines are continuing to phase out older aircraft at ONT with American Airlines phasing out the MD-80 and Fed Ex phasing out the DC-10.

With the reduction in operational level and quieter fleet mix at ONT, the new NEM contour is expected to be much smaller than the one created in 1990. As such, the new NEM would no longer include any homes that qualify for sound insulation.

### Data Feed for WebTrak

Mr. Chan noted that LAWA is switching the radar data feed for the online WebTrak system to an alternative source to comply with the FAA new computer security requirements. Currently the data feed is coming from the FAA So Cal TRACON facility via a direct connection. As a result of the new security measure, the FAA is requiring airports to phase out the existing data feed and use an alternative source. LAWA is examining the different data sources to serve as a replacement. The changeover in data feed is expected to have an increase in delay time of receiving live data in WebTrak but will not have an effect on the functionalities of the system.

## FAA So Cal Metroplex

Mr. Chan briefly mentioned about the FAA So Cal Metroplex Project. The project consists of updating and optimizing flight procedures for airports throughout Southern California to take advantage of satellite navigation. The proposed routes will be more precise and concentrated as a result of using satellite navigation. He noted that the FAA had scheduled several public meetings to advise the public about the project with one meeting held at ONT. He encouraged residents to visit the FAA Metroplex website to learn more about the project and to submit comments accordingly.

## Questions and Concerns by Residents

- An attendee asked whether the operational trend at LAX is similar to ONT.
- David Chan responded that at LAX, aircraft operations reached the lowest level in 2009. Thereafter, operations have been gradually increasing from year to year. He added that airlines are increasing the load factors for each aircraft and are operating fewer flights than before.
- Jesse Perez of Southwest Airlines explained a design made by Southwest that plays a role in the operations. Mr. Perez spoke about eliminating flights at LA/Ontario International Airport and using those aircraft in other cities. This way SWA can increase service at other cities without having to add additional airplanes. At the same time SWA could serve airports like Ontario with increased load factors, and also by taking airplanes from this area and putting them somewhere else.