

## LA/Ontario International Airport Noise Meeting January 21, 2015.

### LAWA Airport Representatives

David K. Snyder

Myron Saulpaugh

Tom Boylan

S. Richardson

Greg Hatcher

David Chan

Bruce Atlas

### Introduction

- Mr. Saulpaugh started off by asking the attendees if they have a copy of the minutes from last year. David Chan informed Mr. Saulpaugh of some discrepancies on the minutes regarding his name and the statements he made.
- Following this, Mr. Saulpaugh decided to wait for Southwest representative (Bruce Atlas) to be present at the meeting before calling a motion for approval.
- Mr. Saulpaugh talked about the current conditions of the airport in comparison with the previous years. Passenger traffic has slightly increased from last year.
  - A question was asked by one of the residents regarding the status of the cargo traffic and Mr. Snyder mention that the cargo traffic has increased considerably (6-8%) more than the passenger traffic. He also added that the increase in passenger traffic is due to the international flights mostly from Aeromexico and Volaris.

### Questions and Concerns by Residents

- An attendee talked about how it is more convenient for her to fly out of LA/Ontario International Airport (ONT) than Los Angeles International Airport (LAX) because while she saves money on tickets at LAX, she is losing time during traffic on the way back. She is also concerned that the airport's rates are high which then forces the ticket rates by the airlines to increase.
  - Mr. Snyder responded by clarify that ONT's rates are cheaper than LAX for airlines. ONT is also the 3<sup>rd</sup> cheapest in Southern California. The airlines are increasing their rates without any influence from 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 44 noise complaints have been made. 17 of those complaints were required responses and the rest came from people who called and just hung up. He also reminded the resident attendees that they could track the flights over their neighborhoods. Next, he stated that some information such as “why aircrafts are flying over a certain path” can’t be answered by airport operation officers like himself.
- A resident who lives at BonView and walnut south of the CA I-60 FWY expressed a concern. She talked about the aircrafts constantly flying over her house at low altitudes. She wanted to know if a change could be made to the aircraft routes and altitudes.
  - Mr. Boylan answers by stating he does not have any information regarding flight path and routes. He directed the question to ONT tower manager: Greg Hatcher.

### Questions and Concerns by Residents Continued

Bruce Atlas entered and Mr. Snyder introduced him and brought up the previous question regarding aircraft prices at ONT compared to other airports in Southern California.

- Mr. Atlas explained that the prices are higher in ONT than other surrounding airports because of the little demand for direct flights in the Inland Empire compared to Los Angeles and Orange County. Due to this fact, the airlines have to charge more to compensate for lack of passenger demand.

### Noise Mitigation Presentation

Environmental Specialist David Chan gave a presentation on the airport’s noise contour lines and the mandates that are being taken to keep it current.

- During the presentation a question was made regarding the MD-80 type aircraft. The question was regarding when American Airlines is expected to phase out this type of aircraft due to his high noise.
  - Mr. Snyder responded that this type of aircraft is gradually being phased out and most carriers are generally following the same practice of phasing out their older noisy aircrafts. America is replacing the MD-80’s with new Boeing 737.
  - Mr. Chan continued by saying that FedEx is going to replace the DC-10 by 2020 as well. Due to the quieter aircrafts, the noise contour lines will be smaller.

### Aircraft departure route information

Mr. Greg Hatcher introduced himself as the Airport Tower Manager. He talked about the noise abatement procedure for the cargo aircrafts operating between 10pm and 7pm. If the winds are favorable, the aircrafts take off at runways 8L and 8R during this time of the day. He also talked about the departure routes of the aircrafts to Paradise and Pomona VOR. He assured the tenants that the aircrafts are always climbing after departure and also have to follow their assigned departure routes.

## Questions and Concerns by Residents Continued

- Questions were raised about aircrafts flying at low altitudes at odd hours of the day repeatedly.
  - Mr. Hatcher responded that ONT tower has little control over the aircrafts after they depart the airport as well as other general aviation aircrafts flying in the vicinity such as police helicopters.
- A tenant complained about the windows that were installed in her house during the previous part 150 noise mitigation plans. The windows that were installed were crank windows that soon broke after installation.
  - Mr. Chan responded that the windows installed in each house must comply with the city requirements.
- Another question was raised about why UPS has chosen ONT their major cargo destination.
  - Mr. Saulpaugh has a lot of their west coast facilities in the city of Ontario. Their major west coast sort facilities are also located in this city so the airport is the ideal place to have their hub.
- Mr. Snyder asked Mr. Hatcher how the Federal Aviation Administration (FAA) could change or amend departure and arrival patterns if there are concerns by the residents.
  - Mr. Hatcher stated that tower controllers can't change departure routes. There is a different department within the FAA that determines the possible changes to departure routes. They consider different designs and it is a lengthy process.
- A resident showed information that suggested that some flights are operating beyond the 65 CNEL limitations. Some of the flights are also making their cross wind turns later than usual.
  - Mr. Hatcher responded that pilots often make the decision on when to make their cross wind turn based on the conditions and when they feel is safe to turn.
  - Mr. Snyder also assured the residents that on the next chief pilots meeting they will bring up the concerns to the attention of the pilots and the airline managers.
- A resident talked about how he is aware that pilots are allowed to fly in a direction they choose after takeoff.
  - Mr. Hatcher said that pilots do have to follow guidelines approved by the FAA. They are not totally free to do what they want unless there is an emergency.
- There was a suggestion made by a resident for aircrafts to fly over the freeways to reduce the noise on the residents.
  - Mr. Hatcher: Departure are determined by prevailing winds and surrounding terrain. The aircrafts can't fly or depart without following the prescribed procedures. Pilots also consider aircraft takeoff weight to determine climb rate.
- A resident complained about calling the noise line with no response.
  - Mr. Snyder offered his business card and encouraged the attendees to call him if they have complaints. "We are going to work within our capabilities to help the residents feel more comfortable."
- A question was raised regarding the frequency of the noise meetings.
  - Mr. Saulpaugh stated that the next meeting would take place on July 15, 2015.

- Mr. Snyder also stated that the noise meetings are twice a year but residents can express their complaints through the noise line.
- A question was raised inquiring if there are passenger flights in the middle of the night.
  - Mr. Snyder stated that majority of the flights at night are cargo. There are international flights from Volaris and Aeromexico. The cargo flights have to leave early in the morning so their facilities at their respective bases in Louisville (UPS) and Memphis (FedEx) could get the packages for the day and sort them.
- Mr. Snyder offered the residents an opportunity to be on the board. The person would be able to offer their input and represent their fellow constituents.
  - The person would also be invited to take a tour of the tower and observe the departures of the aircrafts.
- Mr. Snyder talked about how the aircrafts get handed to TRACON facility as soon as they are airborne. ONT tower isn't usually in communication with aircrafts when they are 8 miles upwind. Mr. Hatcher said he would contact TRACON to figure out why some aircrafts are turning late if that happens.
- Mr. Snyder and Mr. Hatcher mentioned the arrival and departure charts that pilots use and explained how the Instrument Flight Rule departures have to follow the minimum requirements of these charts when departing the airport.

#### Conclusion

Mr. Saulpaugh concluded by requesting for a motion to approve the last noise minutes.