

APPENDIX G

Public Comments and Responses

G.1 Introduction

Comments submitted by local agencies and the general public during the 14 CFR Part 150 Noise Exposure Map Update are provided on the following pages. Responses to the public and agency comments are provided after each of the individual comments.

G.1.1 Public Workshops Round 1

Twelve (12) comment forms were submitted at or soon after the May 12, 2014 Public Workshop. **Two (2)** comment forms were submitted at or soon after the May 13, 2014 Public Workshop. The comment forms appear at the back of this appendix. Responses to the issues raised in each comment form are provided in **Table G-1**.

G.1.2 Public Workshop Round 2

Public workshops for the 14 CFR Part 150 Noise Exposure Map Update were also conducted on May 11, 2015 and May 12, 2015. No comments were submitted at either workshop.

G.1.3 Comments Submitted Through the Project Website

Information regarding the 14 CFR Part 150 Noise Exposure Map Update for Los Angeles International Airport was uploaded to a publicly accessible website maintained by LAWA (<http://www.lawa.org/LAXPart150.aspx>). The Draft Noise Exposure Map Report was uploaded to the website on May 9, 2015. Public comments regarding Draft Noise Exposure Map Report were accepted until June 9, 2015 and could be submitted via e-mail through a link on the website. No comments were submitted through the project website.

G.1.4 Other Comments

The City of El Segundo submitted a comment letter on June 9, 2015. The comment letter appears at the back of this Appendix. Responses to issues raised in the comment letter are provided in **Table G-2**.

**TABLE G-1
PUBLIC COMMENTS AND RESPONSES - MAY 2014 PUBLIC WORKSHOPS**

Comment	Commenter	Comment/Question	Response
A-1	Mercy Cavazos	Requesting a copy of slides of presentation.	Slide presentation was provided to the commenter.
B-1	Carroll David	The noise exposure update program is a welcome idea or renewed idea. Not only speak to the environmental friendly but also shows the concerns of the human aspect to society.	Comment noted.
B-2	Carroll David	I am hopeful that this program will provide assistance to the many who are affected by noise disturbance.	The purpose of the LAX NEM Update is to define the existing and future aircraft noise exposure in the environs of LAX. Decisions regarding noise mitigation eligibility and funding will be made under a separate process.
C-1	Idorlph Edwards	Please inform me if the noise zone changes. I get more than my share of airplane noise from where I live.	Commenter added to the LAWA's interested party's mailing list.
D-1	Hazel Ferron	What are the requirements to be eligible for the program?	See response to comment B-2.
D-2	Hazel Ferron	Who determines who gets these windows?	See response to comment B-2.
D-3	Hazel Ferron	Who monitors the noise and where is the boundary?	LAWA monitors aircraft noise using 39 noise monitors located throughout the communities surrounding LAX. However, in accordance with 14 CFR Part 150, the boundary for any future noise mitigation program will be based on modeled aircraft noise levels. The LAX NEM Update is the first step in that process.
D-4	Hazel Ferron	Airplane flies directly over my house.	Comment noted.
E-1	Sonia French-Pitts	On behalf of the residence on 8801-8855 Cimarron Street, we would appreciate any new noise assessment done to our neighborhood.	Comment noted.
E-2	Sonia French-Pitts	We have spoken to our Council Rep. Parks, attended the roundtable for years and to date no one has addressed our complaints. The noise and the emissions have been endless. We have supplied videos of the planes that show the name of the airlines, which is how low the planes fly over our homes.	The update of the LAX NEM will identify the current and future aircraft noise exposure in the LAX environs.
E-3	Sonia French-Pitts	If any further information is needed please feel free to contact me.	Commenter added to the LAWA's interested party's mailing list.
F-1	Mayra Manchilla	I live around Manchester and Normandie. The Friday evening of the La Brea earthquake had many planes that flew over the neighborhood land enough to block noise and shake the house. When the earthquake swayed the houses I thought a plane had flown by. Realistically, if LAX continues to be a busy terminal, I'm afraid there's nothing windows can fix or a new house foundation can provide.	Comment noted.
G-1	Liliana Matlock	Please keep me up to date with future plans	Commenter added to the LAWA's interested party's mailing list for this 14 CFR Part 150 NEM Update.

TABLE G-1 (Continued)
PUBLIC COMMENTS AND RESPONSES - MAY 2014 PUBLIC WORKSHOPS

Comment	Commenter	Comment/Question	Response
H-1	Esther May	I look forward to community update info as the study continues to confirm need for expanse of sound insulation.	Commenter added to the LAWA's interested party's mailing list for this 14 CFR Part 150 NEM Update.
I-1	Linda Murray	I have a problem with the airplane coming so close to the house that my windows shake and TV mess up constantly. Sometimes you can also see the numbers on the airplane which cause the whole house to shake and cannot hear the person on the telephone and also drop calls.	Comment noted.
J-1	Clint Simmons	What Street or roadway will be used for the north limits for FAR Part 150 noise exposure?	The CNEL 65 decibel aircraft noise contour will serve as the boundary for NEM Update in accordance with Table 1 of 14 CFR Part 150.
J-2	Clint Simmons	My concern is the downwind leg for VFR landings at LAX.	The downwind leg for VFR landings was included in the inputs for the LAX NEM update.
J-3	Clint Simmons	Will the public have an opportunity to present their concerns before the final report is adopted?	Yes, a second set of public workshops was held after the release of the Draft LAX NEM report. Advanced notice of the public workshops was provided.
K-1	Linda J. Ware	What are some of the requirements?	The commenter may be referring to sound insulation which is not a part of the LAX NEM Update. Any future sound insulation program will be based on the updated LAX NEM. Details regarding the residential sound insulation program can be obtained at www.LAWA.org .
K-2	Linda J. Ware	Does it matter whether you own your home or not?	Only property owners are eligible for program participation, and decide whether to accept the treatments.
K-3	Linda J. Ware	How long will it take?	The LAX NEM Update will be submitted to the FAA for review and acceptance in mid-2015.
K-4	Linda J. Ware	Is there anything that we need to be doing?	Continue to stay informed about the LAX NEM Update by visiting the project website.
L-1	Bernard and Sandra Washington	Can the neighbors request an independent assessment of the noise level in support of the FAA data?	Neighbors may request an independent assessment of aircraft noise levels, however, the LAX NEM Update is being prepared in compliance with 14 CFR Part 150, which is the federal standard for assessing aircraft noise exposure and determines the mitigation funding eligibility area.
L-2	Bernard and Sandra Washington	Based on the 84th Place Block Clubs experiences and tracking of the noise disturbance, we are requesting a re-evaluation of the boundaries that qualify households for sound proofing.	The LAX NEM Update will establish the 2015 and 2020 CNEL 65 decibel noise contour boundary. Any future sound insulation program will be based on the updated LAX NEM. Details regarding the residential sound insulation program can be obtained at www.LAWA.org .

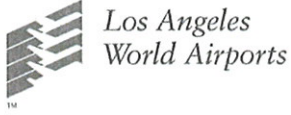
**TABLE G-1 (Continued)
PUBLIC COMMENTS AND RESPONSES - MAY 2014 PUBLIC WORKSHOPS**

Comment	Commenter	Comment/Question	Response
L-3	Bernard and Sandra Washington	It is our belief that the continuous vibration (24 hours/7 days) is causing damage to house and causing frustration due to the on-going adjustment of TV and radios.	Comment noted.
L-4	Bernard and Sandra Washington	We have collected data over the last 30 days of recorded noise, pictures and have called into noise hotline and reported airplane numbers on the belly of plane.	Comment noted.
M-1	Gloria and Jack Wilson	My concern is that the airplanes are flying very low and they fly directly over our house. They are so low that we are able to read what's on the belly of the plane.	Comment noted.
M-2	Gloria and Jack Wilson	The planes are loud, vibrating the house shaking the windows. I would like to know how the decibels are measured and how often and how come the flight pattern has been changed since flights are coming every 5 minutes. I'm sure the current flight pattern is outdated in this day and age.	Under 14 CFR Part 150, aircraft noise is calculated using the Community Noise Equivalent Level (CNEL) which is a 24-hour average of noise with additional weighting for evening and nighttime events. The flight patterns used to develop the CNEL contours were based on actual radar flight tracks for LAX arrivals and departures.
N-1	Christine Wood	Please add me to your mailing list.	Commenter added to the LAWA's interested party's mailing list.

**TABLE G-2
RESPONSES TO ISSUES RAISED IN THE JUNE 9, 2015 LETTER FROM THE CITY OF EL SEGUNDO**

Comment	Response
O-1	Thank you for your comments. LAWA anticipates that the FAA will accept the updated Noise Exposure Map Report by the end of 2015.
O-2	The author of this comment is correct that the Community Noise Equivalent Level (CNEL) 65 decibel (dB) noise contour shown on the 2020 Noise Exposure Map (NEM) is generally larger than the "Alternative D" CNEL 65 dB contour and that it envelops a higher number of homes within the City of El Segundo.
O-3	14 CFR Part 150 Section 150.21 specifies that the future NEM (in this case the 2020 NEM) must be based on reasonable assumptions regarding the type and frequency of aircraft operations, airport layout, flight patterns, and runway use for a forecast period that is at least five years in the future. The 2020 NEM included in the Draft Noise Exposure Map Report for Los Angeles International Airport is based on reasonable assumptions regarding future operations and flight patterns at LAX. Since the shift of aircraft operations from the north complex to the south complex will be a temporary condition (i.e., during the construction of the RSA improvements in 2016), FAA would not consider it reasonable to use the temporary runway use data included in the environmental documents for the Runway 6R-24L Runway Safety Area (RSA) Improvement Project to develop the 2020 NEM. As discussed on page 3-10 of the NEM, runway threshold shifts associated with the Runway 7L-25R and 6R-24L RSA improvements are reflected in the 2020 NEM.
O-4	The 2014 Terminal Area Forecast (TAF) for LAX is an unconstrained forecast of future demand and was developed by the FAA without considering the capacity of LAX. Nonetheless, in the 2014 TAF, the FAA predicted there will be approximately 77.1 Million Annual Passengers (MAP) in 2020 to correspond with the operations forecast used in the NEM update. The FAA's forecast is simply a forecast of demand and does not reflect any analysis of the passenger handling capacity of the Airport or a commitment by Los Angeles World Airports.

A



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
May 13, 2014

Comment Form

Please use the space below to provide your questions and comments regarding the FAR Part 150 Noise Exposure Map Update Study for Los Angeles International Airport. Your comments and/or questions will be reviewed and considered during the Update. Your participation in the process is appreciated. If you wish to receive future project updates please provide your contact information below.

A-1

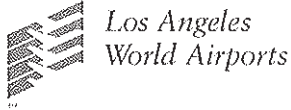
Requesting a copy of slides of presentation.



Thank you.

Name/Address:

B



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
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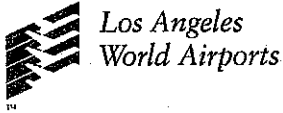
- B-1** [The NOISE EXPOSURE update program is a welcome
1) idea OR renewed idea NOT only speak to the environmental
but friendly but also shows the concerns of the
human aspect to society.]
- B-2** ② [I am hopeful that this program will provide
assistance to the many who are in need of
affected by noise disturbance.]

Name/Address:

Correll David

Los Angeles, CA 90044

C



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
May 12, 2014

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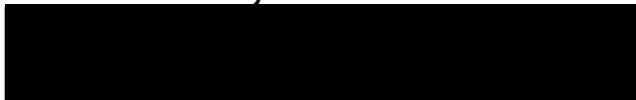
C-1

Please inform me if the noise zone change. I get more than my share of airplane noise from where i live.

Multiple horizontal lines for writing additional comments.

Name/Address:

Idorlph Edwards



Los Angeles, CA 90047



Mr. Idorlph Edwards
9127 S Wilton Pl.
Los Angeles, CA 90047

D



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
May 12, 2014

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D-1 What are the requirements to be eligible for the program?

D-2 Who determine who gets these window

D-3 Who monitor the noise and where is the boundary

D-4 Air plane flies directly over my house

Name/Address:

Hazel Ferron



LA, CA 90047



Please use the space below to provide your questions and comments regarding the FAR Part 150 Noise Exposure Map Update Study for Los Angeles International Airport. Your comments and/or questions will be reviewed and considered during the Update. Your participation in the process is appreciated. If you wish to receive future project updates please provide your contact information below.

E-1

On behalf of the residence on 8801-8855 Cimarron Street we would appreciate any new noise assessment done to our neighborhood. We have spoken to our Council Rep. Parks, attended the roundtable for years and to date no one has addressed our complaints. The noise and the emissions

E-2

have been endless. We have supplied videos of the planes that show the name of the airlines, which is how low the planes fly over our homes.

E-3

If any further information is needed please feel free to contact me.

Sonia French - Cimarron Street Neighborhood Watch President

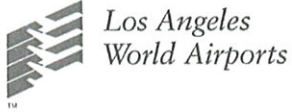
Los Angeles CA 90047

SfFr23@aol.com

Name/Address:

Sonia F. French - Pitts

LA 90047



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F-1

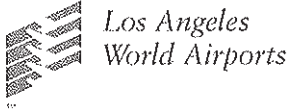
I live around Manchester + Normandie. The Friday evening of the ha Brea earthquake had many planes that flew over the neighborhood loud enough to block noise and shake the house. When the earthquake swayed the house, I thought a plane had flown by.

Realistically, if LAX continues to be a busy terminal, I'm afraid there's nothing windows can fix or a new house foundation can provide.

Thank you.

Name/Address:

Mayra Mancilla
[Redacted]
Los Angeles, CA. 90044



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G-1

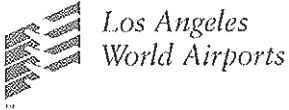
Please keep me up to date with future plans:

LILIANA MATLOCK



L.A Ca. 90044

Name/Address:



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
May 12, 2014

Comment Form

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Key question regarding sound insulation for
homes in the area designated as "end of block" was
answered. I look forward to community update
info as the study continues to confirm need for
expansion of sound insulation

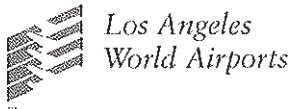
H-1

Name/Address:

Esther May



Inglewood 90303



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I-1

I have a problem with the airplane coming so close to the house that my windows shake and TV, mess up constantly. Sometimes you can also see the number on the airplane which causes the windows also shake in the house ~~house~~. the whole house to shake and cannot hear the person on the telephone and also drop calls.

Name/Address:

Ainda Murray
[Redacted]
Los Angeles, Calif, 90044



Please use the space below to provide your questions and comments regarding the FAR Part 150 Noise Exposure Map Update Study for Los Angeles International Airport. Your comments and/or questions will be reviewed and considered during the Update. Your participation in the process is appreciated. If you wish to receive future project updates please provide your contact information below.

J-1 [WHAT STREET OR ROADWAY WILL BE USED FOR THE NORTH LIMITS OF FOR FAR PART 150 NOISE EXPOSURE?]

J-2 [MY CONCERN IS THE DOWNWIND LEG FOR VFR LANDINGS AT LAX.]

J-3 [WILL THE PUBLIC HAVE AN OPPORTUNITY TO PRESENT THEIR CONCERNS BEFORE THE FINAL REPORT IS ADOPTED?]

Empty lined area for additional comments.

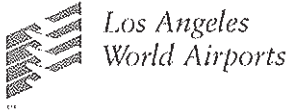
Name/Address:

CLINT SIMMONS
[Redacted]

E-MAIL

[Redacted]

LA. 90016



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
May 12, 2014

Comment Form

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K-1 *What are some of the requirements? Does it matter whether you own your home or not? How long will it take? Is there anything that we need to be doing?*

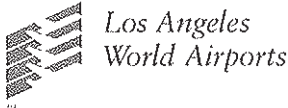
K-2
K-3
K-4

Name/Address:

Linda J WARE



Los Angeles, CA 90047-3516



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L-1 [Question: Can the neighbors request an independent assessment of the noise level in support of the FAA DATA?]

L-2 [Comment:] Based on the 84th Place Blockclub's experiences & tracking of the noise disturbance, we are requesting a re-evaluation of the boundaries that qualify households for sound proofing.

L-3 [Comment:] It is our belief that the continuous vibration (24 hrs / 7 days) is causing damage to house & causing a frustration due to the on-going adjustment of TVs & radios.

L-4 [COMMENT:] We have collect data over the last 30 days of recorded noise, pictures and have called in to Noise Hotline & reported Airplane numbers on the Belly of plane.

Note: Tim a retired employee of Boeing & famular wife airplanes.

Name/Address:
Bernard Washington [redacted]
Sandra Los Angeles, CA 90044-2215

M



FAR Part 150 Noise Exposure Map Update
Los Angeles International Airport
Public Information Workshop
May 12, 2014

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M-1

My concern is that the airplanes are flying very low & they fly directly over our house. They are so low that we are able to read whats on the belly of the plane. The planes are loud vibrating the house shaking the windows. I would like to know how the decibels are measured & how often & how

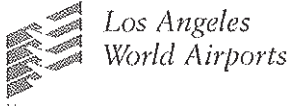
M-2

come the flight pattern has not been changed since flights are coming every five minutes. I'm sure the current flight pattern is outdated in this day & age.

Name/Address:

GLORIA & JACK WILSON

LOS ANGELES, CA 90044



FAR Part 150 Noise Exposure Map Update
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May 12, 2014

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N-1

Please add me to your mailing list.

Christine Wood

[Redacted]

Inglewood, CA 90305

[Redacted]

Name/Address:



City of El Segundo

Office of the City Manager

June 9, 2015

Elected Officials:

Suzanne Fuentes,
Mayor
Carl Jacobson,
Mayor Pro Tem
Dave Atkinson,
Council Member
Marie Fellhauer,
Council Member
Michael Dugan,
Council Member
Tracy Weaver,
City Clerk
Crista Binder,
City Treasurer

Appointed Officials:

Greg Carpenter,
City Manager
Mark D. Hensley,
City Attorney

Department Directors:

Misty Cheng,
(Interim) Finance
Kevin Smith,
Fire Chief
Martha Dijkstra,
Human Resources
Debra Brighton,
Library Services
Sam Lee,
Planning and
Building Safety
Mitch Taverna,
Police Chief
Stephanie Katsouieas,
Public Works
Meredith Pettit,
Recreation & Parks

www.elsegundobusiness.com

Kathryn Pantoja
Environmental Affairs Officer
Environmental Services Division – Noise Management
Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

Re: LAX Noise Exposure Maps

Dear Ms. Pantoja:

On behalf of the City of El Segundo, thank you for the opportunity to review the draft Noise Exposure Map (“NEM”) Update documents. Participating in the NEM Update process is critical to El Segundo because the final NEM will likely be the main driver of eligibility for funding under El Segundo’s Residential Sound Insulation (“RSI”) program. El Segundo expects to be actively involved in the update process until the FAA’s ultimate approval of the NEM.

O-1

After reviewing the draft NEM Update documents, El Segundo perceives that the 2020 NEM 65 dB contour would generally be larger, and encompass more homes in El Segundo, than the “Alternative D” 65 dB contour, which the FAA has made the boundary for noise mitigation funding in El Segundo after 2015. El Segundo is encouraged that its preliminary analysis shows that the 2020 NEM would include approximately 470 El Segundo residences within the 65 dB contour that otherwise would fall outside of the Alternative D 65 dB contour.

O-2

We nonetheless have concerns about the NEM Update. Foremost, LAVA must ensure that the NEM Update accounts for all reasonably foreseeable airport operations as required by Part 150 (see 14 C.F.R. § 150.21), including temporary shifts in operations that will result in corresponding temporary expansions of the 65 dB noise contour in El Segundo. The environmental documents for the Runway 6R/24L Safety Area Improvements Project (“RSA North Project”), for instance, indicate that the noise contour in El Segundo will temporarily expand in the first half of 2016 due to shifting of flight operations to the south airfield runways. See Environmental Assessment for Runway 6R/24L

O-3

June 9, 2015
Page 2
Ms. Pantoja

Safety Area Improvements Project Exhibit 4-3. The 2020 NEM 65 db contour does not currently include many of the 75 homes identified by LAWA staff as impacted by the RSA North Project. El Segundo requests additional explanation regarding how temporary noise impacts such as those from the RSA North Project, and other noise impacts that are likely to recur due to periodic facility closures for maintenance, are reflected in the NEM Update.

O-3
cont.

Second, El Segundo is eager to better understand how LAWA's use of the 2014 Terminal Area Forecast ("TAF") for the purpose of preparing the 2020 NEM relates to LAX's maximum operational capacity of 78.9 million annual passengers ("MAP"), as envisioned by the 2004 LAX Master Plan ("Master Plan"). LAWA appears, based on data in the NEM Update, to be committing itself to maintain 2020 passenger numbers well below 78.9 MAP. The NEM Update should nevertheless provide a clear MAP "equivalent" for the 2020 operations forecast, and explain how the MAP equivalent would compare with the 78.9 MAP cap in the Master Plan.

O-4

Please provide additional clarity with regard to the issues above and ensure that the NEM Update complies with Part 150 by accounting for all reasonably foreseeable operations that cause any noise impact above state thresholds, regardless of duration. El Segundo looks forward to assisting LAWA in these efforts.

Respectfully,



Greg Carpenter,
City Manager, City of El Segundo

CC: City of El Segundo Mayor and City Council