

**LOS ANGELES WORLD AIRPORTS
LAX COMMUNITY ROUNDTABLE MEETING**

**MINUTES
REGULAR MEETING: WEDNESDAY, OCTOBER 11, 2000
PROUD BIRD RESTURANT
LOS ANGELES, CA**

Meeting convened at 7:00 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Councilmember City of Rancho Palos Verdes
Roosevelt F. Dorn, Mayor City of Inglewood
Mike Gordon, Mayor City of El Segundo
Dee Hardison, Mayor City of Torrance
Judy Dunlap, Councilmember City of Inglewood
Sam Edgerton, Councilmember City of Hermosa Beach
Larry Kirkley, Councilmember City of Inglewood
Fred Mackenbach, Councilmember City of Palos Verdes Estates
Kevin Sullivan, Councilmember City of Redondo Beach
Rick Learned, Office of Congressman Steve Kuykendall
Meryt McGindley, Field Deputy for Los Angeles Councilmember Ruth Galanter
Amy Ho, City of Monterey Park
Stephen Lloyd, FAA Western Pacific Region, Air Traffic Division
Richard Cox, Air Transport Association
Roger Johnson, LAWA Deputy Executive Director for Environmental Affairs
Walt Gillfillan, Roundtable Facilitator

PRESENTATION BY LAWA NOISE MANAGEMENT SECTION

Kathryn Pantoja, Environmental Supervisor of the LAWA Environmental Management Division-Noise Management Section made a presentation, using PowerPoint graphics, to the Roundtable explaining the LAX aircraft flight tracking and noise data collection system (NOMAD).

The LAX system collects noise data from 25 noise monitoring stations located in the communities of Inglewood, El Segundo, Lennox, Westchester, Playa Del Rey, Athens and South Central LA. These noise monitors measure noise 24 hours per day, 365 days per year. LAWA also receives FAA (7 nautical mile (nm) and 30 nm) flight tracking radar data, also known as ARTS data, from their Southern California Tracon facility located in San Diego. The radar data (including operation date/time, aircraft ID, aircraft type, transponder code, position coordinates and altitude) is received after a 3-day aging period to allow the FAA to filter out any sensitive (e.g., national security) flight tracks. The LAWA NOMAD

system then matches the noise data with the radar data, which enables LAWA Noise Management personnel to determine which aircraft made which noise. The correlated data is then exported to an Oracle database for storage, analysis and report generation. Due to system limitations, LAWA can only store 6 months of 7 nm data and 3 months of 30 nm on-line. Any data older than this is archived and stored off-site.

LAWA uses the 7 nm data correlated with the noise data to determine the airport's 65, 70 and 75 dB CNEL noise contours. In addition, the 7 nm data is used to investigate noise complaints, analyze operations at LAX including runway usage, airline usage statistics and deviations from standard flight procedures such as early turn violations. The 30 nm flight track data is used to analyze in-flight procedures such as the loop departure and aircraft operations over various areas including the Palos Verdes Peninsula, the beach cities and Monterey Park. The NOMAD system has a number of geographical radar "gates" to assist Noise Management Section staff in the performance of these in-flight procedures analysis. These gates are created by Noise Management Section staff and are at fixed geographical locations and can be added or removed.

Ms. Pantoja then responded to questions from members of the Roundtable:

Mr. Denny Schneider asked if LAWA is getting all of the flight tracks related to the airspace or just those operating at LAX. Ms. Pantoja responded that LAWA receives other operations as well and that they are classified as overflights. In addition, the system does not "see" general aviation traffic operating under visual flight rules (VFR) that use transponder code (squawk) "1200."

Ms. Meryt McGindley asked if LAWA has ever done an analysis comparing Playa Del Rey with El Segundo in terms of similar aircraft altitudes and noise levels. We don't treat them as the same issue. I just want to make sure they are Ms. Pantoja replied that in terms of noise levels, she did not have the information to say for sure. In terms of early turns, there will be more early turns over the south boundary than with the north side due to the layout of LAX.

Councilmember Judy Dunlap inquired into the size of a NOMAD report showing flight tracks and noise data for a given period of time. She stated that Inglewood residents are always calling the LAWA noise hotline with lots of concerns. She would like for residents of Inglewood to contact the LAWA Noise Management Section directly and request a printout with respect to the area that they live, and receive those printouts prior to or at the next Roundtable meeting. Ms. Pantoja responded that it can be done but the system limits the reports to 4000 records, and that they are printed out on standard letter size paper. Mr. Roger Johnson interjected that LAWA is willing to do this to a certain extent, but we can't have 1200 to 2000 people calling the Noise Office requesting data since it would quickly overwhelm the staff and they wouldn't be able to do their regular jobs. Mr. Johnson stated he would like for the Roundtable to reach a consensus on what data they would like and LAWA will be happy to provide the printouts.

Councilmember Fred Mackenbach requested clarification of the NOMAD analysis gates, and inquired into the number of gates around the Palos Verdes peninsula. He also inquired as to the length of time LAWA has been receiving ARTS radar data and to the availability of noise monitoring data on the Palos Verdes

peninsula. Ms. Pantoja replied that there are geographically fixed gates set up around the peninsula, along the coastline and around the different South Bay cities. LAWA has been receiving ARTS data since about 1990 but the ability to display the data with the NOMAD system did not happen until about 1995 or 96. As for the noise monitoring, there are no noise monitoring sites on the peninsula so there is no data available.

Mayor Roosevelt Dorn stated that the City of Inglewood is interested in tracking those airplanes, including altitude and single event noise levels, that are coming in between the hours of 12:00 midnight and 6:00 a.m., for the month of October. He requested the data be sent to him before the November Roundtable meeting.

Councilmember Sam Edgerton requested ARTS tracking data of LAX departures flying over Hermosa Beach for the first 11 days in October, on a day-by-day basis, including altitude.

Councilmember Kevin Sullivan inquired if the flight track data is available on a website. The reply from Roger Johnson was that it currently is not available in that format. Mr. Sullivan then asked if it is possible to identify an airplane that flew right over Redondo Beach City Hall as the City Council meeting was ending. Ms. Pantoja replied that is what Noise Management does when investigating complaints for the LAX Airport Noise Complaint Response Office (ANCRO).

Mr. Rick Learned inquired into the flexibility in setting the parameters of the radar tracking gates in the NOMAD system, and if it is possible to designate half a dozen or a dozen gates in order to analyze the data over a longer period of time and to store that data offline. It is possible that there may be critical data concerning flights that seem to be affecting everyone's quality of life.

Mayor Mike Gordon stated his concern over "gateway" errors. Specifically when residents of El Segundo call in a flight they have seen with their own eyes over the city and are told that, based upon gateway data information, it didn't fly over El Segundo. Ms. Pantoja stated the system is as accurate as the FAA's flight track data.

Mr. Stephen Lloyd was asked about the FAA's storage of flight track data and if they store data for a longer period of time than LAWA. He stated that due to the huge number of flights they couldn't. Under special circumstances, some data is being stored in Washington for several procedural projects.

Ms. Amy Ho stated that the City of Monterey Park requested from LAWA a large amount of raw flight data, which was provided. They are still trying to figure out what that data means. Ms. Ho believes that a data evaluation system that all jurisdictions can use to perform their analysis is needed.

PUBLIC COMMENT

Comments were offered by several members of the public in attendance at the meeting.

ROUNDTABLE DISCUSSION

Chairman McTaggart led the discussion of the formalization of the of the work program for the Roundtable as determined in the Steering Committee meeting, as follows:

GENERAL

- Ensuring that the solution of one jurisdictions' problem(s) is not accomplished by shifting the problem to another jurisdiction.
- Capping the number of operations at LAX, if possible;

INGLEWOOD

- Explore the possibility of changing the flight path over Inglewood so the planes arrive and depart at a steeper angle so they would be at a higher altitude over that city;
- Eliminate aircraft, especially cargo planes, departing to the east between the hours of midnight to 6:30 a.m. when LAX should be in Over-Ocean Operations;
- Cease using averaging, also known as the Community Noise Equivalent Level (CNEL) to base decisions as opposed to the Single Event Level. This will take legislation at the federal & state levels;
- Eliminate LAWA's requirement for Avigation Easements in return for funding noise mitigation programs;
- Explore the possibility of reducing the level for eligibility for noise mitigation and other issues from 65 dB CNEL to 60 dB CNEL;
- Other environmental problems.

THE BEACH CITIES

- Aircraft overflights of the beach cities from missed loop departures from LAX and other non-LAX flights.

PALOS VERDES PENINSULA

- Eliminating low flying jets from misflying the channel and turbo-props from taking short cuts over the peninsula.

ACTION ITEMS

It was determined that the LAWA Noise Management Section will provide the following data to the Roundtable for the next meeting:

- ARTS data for the City of Inglewood, for the month of September, of all aircraft flying over the city during those periods of time in which deviations of Over Ocean Operations occurred, for whatever reason;
- ARTS data for the City of Hermosa Beach, for the first 11 days of October, of all aircraft that overflew the city

The Roundtable meeting was adjourned at 9:00 p.m. The next meeting is scheduled for November 8, 2000 at 7:00 p.m. at the Proud Bird Restaurant.